

NS 52/1
26.12.81
To
8.1.82

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned

WAKEFIELD - GOOLE

With effect from 09 00 Monday 4 January a 15m.p.h. P.S.R. will apply on the Down between West Cowick L.C. and East Cowick L.C. (69m.p. and 70m. 17ch.) (6D)

DETAILS OF WORK ALREADY CARRIED OUT

WAKEFIELD (KIRKGATE) WEST

The temporary alignment - Up Passenger Loop/Up Fast has been replaced by a trailing connection forming a lead Up Passenger Loop/Up Slow and Up Platform/Up Slow.

The facing connection - Goods Loop/Up Fast has been secured out of use in the reverse position pending removal and the Up Fast/Up Slow facing connection has been secured out of use in the normal position pending removal.

The signal gantry (at the west end of the platform) carrying the Up Goods Loop, Up Passenger and Up Platform 3-aspect colour light Home signals has been abolished and replaced by new 4-aspect colour light signals. The stencil-type route indicators and subsidiaries have been replaced by Junction Route indicators as follows:-

Description of Signals - WW = Wakefield Kirkgate West.

Signal No.	Line	Aspect	Junction Route Indication Position No.	Destination
WW62 (56 yards west of the 47 $\frac{1}{2}$ m.p.)	Up Goods Loop	Main		Up Fast (WW52)
		Main	4	Up Slow (WW43)
		Main	5	Up Branch L249
WW59 (48 yards west of the 47 $\frac{1}{2}$ m.p.)	Up Passenger loop (on the right hand side of the line)	Main		Up Slow (WW43)
		Main	1	Up Fast (WW52)
		Main	4	Up Branch L249
WW55 (56 yards west of the 47 $\frac{1}{2}$ m.p.)	Up Platform	Main		Up Slow (WW43)
		Main	1	Up Fast (WW52)
		Main	4	Up Branch L249

The Junction indicator position 1 will be out of use until further notice.

The Junction indicator position 1 will be out of use until further notice.

A.W.S. and telephone communication to the signal box will be provided on all the above signals. (2)

SIGNALLING RECORD SOCIETY

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SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

STOURTON C. & W. REPAIR SHOPS

All points leading into Stourton C. & W. Repair Shops have been secured out of use pending removal of C. & W. Sidings.

Temporary Buffer-stops have been erected 500 yards in rear of 938 ground position light signal on the former Up Goods line. (2)

** MILNER ROYD JUNCTION

The Up Main Home signal has been replaced by a 3-aspect colour light signal (No.5) 240 yards nearer to the signal box.

A signal-post telephone (on a separate post) has been provided. (52/1)

** SOWERBY BRIDGE WEST

The Banner Repeating signal associated with the Down Main Home has been abolished. (52/1)

** DEWSBURY RAILWAY STREET

The siding serving A and B shed has been secured out of use. (52)

WAKEFIELD KIRKGATE WEST

A new facing crossover - Up Goods Loop/Up Passenger Loop has been installed immediately after passing the new Up Goods Loop 4-aspect colour light signal WW62.

The junction route indicators 4 and 5 on WW62 signal have been commissioned.

Position 4 - towards Up Slow WW43

Position 5 - towards Up Branch L249

(2)

BETWEEN GASCOIGNE WOOD AND SELBY - HARRYMORE LANE LEVEL CROSSING AT 2 MILES 78 CHAINS

Miniature Red/Green warning lights have been provided at the vehicular level crossing across the Down and Up Hull lines.

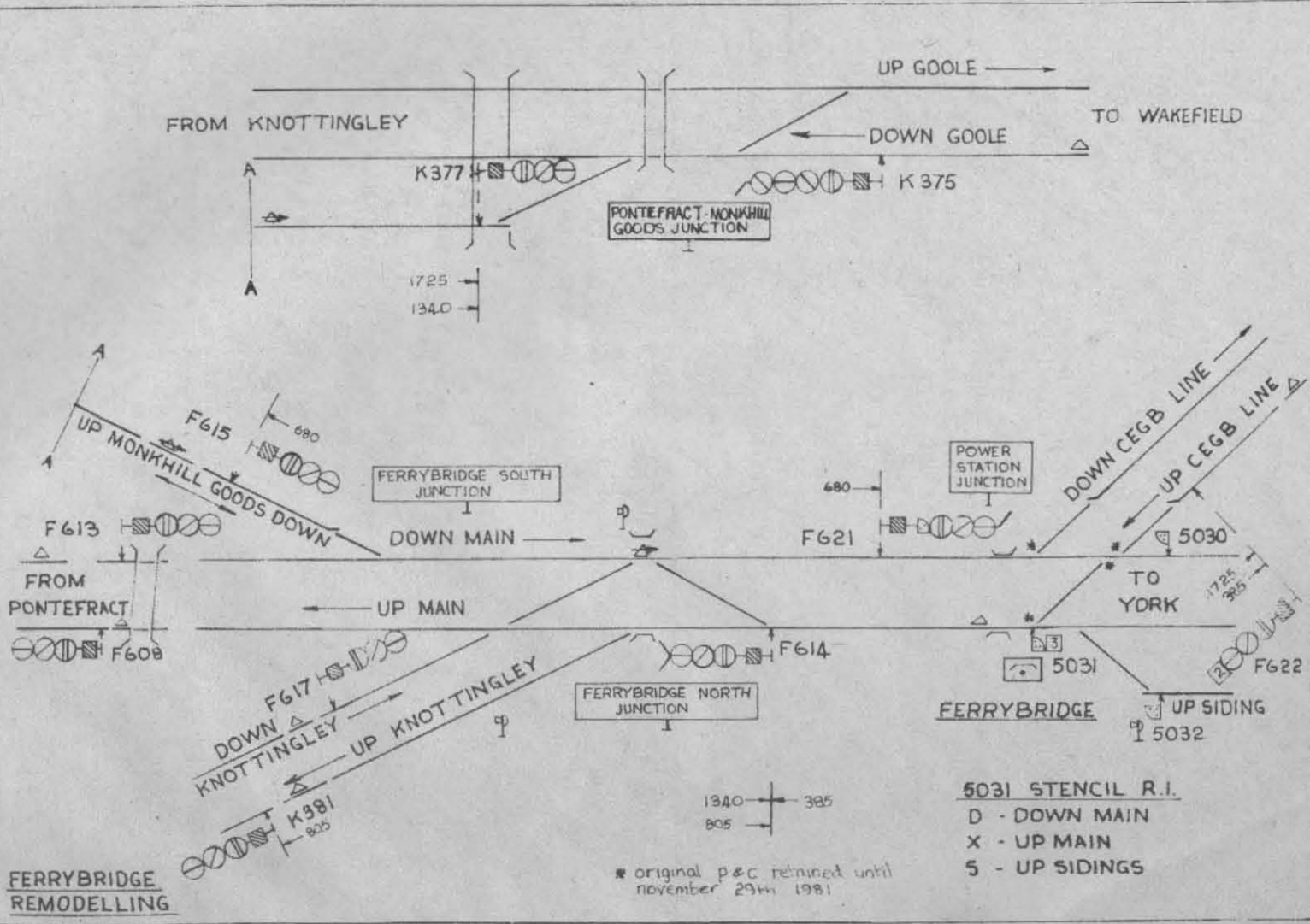
Telephonic communication has been provided between this level crossing and Thorpe Gates gate box. (2)

PRINCE OF WALES

The ground frame operated connection from the Up Methley Main line to the north end of the Colliery has been secured out of use in the normal position pending removal.

The ground frame and all associated signalling has been abolished. (2)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued



FERRYBRIDGE
 REMODELLING

* original p&c retained until
 november 29th 1981

5031 STENCIL R.I.
 D - DOWN MAIN
 X - UP MAIN
 5 - UP SIDINGS

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

* Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

GENERAL APPENDIX

Section 1 – page 1.55

LINESIDE HOT AXLE BOX DETECTORS

Amend the note at the end of the instruction to read:–

Note – The application of these instructions does not apply to Advanced Passenger Trains, A.C. Electric Locomotives, Diesel Mechanical Multiple Units and Diesel Parcel Units. (6D)

Part 1 – Section 3

CONVEYANCE OF FOUR – OR SIX – WHEELED VEHICLES IN PASSENGER, EMPTY COACHING STOCK AND PARCELS TRAINS

Amend Clause 2 (c) to:–

Six wheeled milk tanks loaded or empty 45 m.p.h. (6D)

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" – DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Page 109 (Page 59 Supp. Optg. Insts.)							
		ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.					
		Delete existing line speeds and substitute: -					
		ALDWARKE NORTH JN. (MID) AND 171¼m.p.		90	90	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES) w.e.f.) Monday 7) December
		171¼m.p. AND 174¼m.p.		80	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
		174¼m.p. AND ROYSTON JN. (178m. 30ch.)		70	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
		175m.p. AND 171¼m.p.			80 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
		ROYSTON JN. (178m. 30ch.) AND 175m.p.			70 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
		ROYSTON JN. (178m. 30ch.) AND OAKENSHAW SOUTH JN.		60	60 MAXIMUM PERMISSIBLE SPEED ON MAIN LINES		
		OAKENSHAW SOUTH JN. AND GOOSEHILL JN. (184¾m.p.)		70	70 MAXIMUM PERMISSIBLE SPEED		
		GOOSEHILL JN. (184¼m.p.) AND LEEDS NORTH JN.		75	75 MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES		
		ALDWARKE NORTH JN. (MID) AND SWINTON JN.		75	75 MAXIMUM PERMISSIBLE SPEED ON SLOW LINES		
		GOOSEHILL JN. (184¾m.p.) AND ALTOFTS JN.		60	60 MAXIMUM PERMISSIBLE SPEED ON SLOW LINES		

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
<p>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. -- cont'd Page 111 (Pages 61 and 62 Supp. Optg. Insts.) Delete all details on this page and Substitute:-- w.e.f. Monday 7 December</p>							
		Cudworth	175.03				
		Cudworth South Jn.	175.38				2L1S for Grimethorpe
		Cudworth North Jn. (See page 116)	175.75		20	To Monk Bretton line.	
				20	20	Goods line 176m. 60ch. and 177m. 60ch.	
				20	20	Goods line 178m. 15ch. and 178m. 36ch.	
		Royston Jn.	178.28	15	15	Main to Main 178m. 30ch. and 178m. 36ch.	1L1S Wakefield (K) 1L2S Crofton
				20	20	179m. 25ch. and 179m. 40ch.	Note the 50 m.p.h. PSR Between 178m. 25ch. and 178m. 30ch. and the 40 m.p.h. PSR between 181m. 76ch. and 182m. 5ch. no longer apply.
				20	20	Main to Main 181m. 70ch. and 181m. 76ch.	
				30	30	To Crofton East at 181m. 70ch.	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. – cont'd							
Page 111 (Pages 61 and 62 Supp. Optg. Insts.) – Substitute – cont'd							
		Oakenshaw South Jn. (See page 117)	181.77	15		Main to Oakenshaw Jn.	
		Oakenshaw	182.35	60		183m. 40ch. and 184m. 50ch.	
				50	50	184m. 50ch. and 184m. 61ch.	
Page 121 (Page 67 Supp. Optg. Insts.)							
CASTLEFORD WEST JN. TO PONTEFRACT WEST JN.							
Amend:–							
CUTSYKE JN. (59m. 1ch.) AND PONTEFRACT WEST JN.							
		Prince of Wales L.C.		40	40	MAXIMUM PERMISSIBLE SPEED)
Add:–							
				30		56m. 66ch. and 56m. 42ch.)
Page 125							
WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.							
Amend:–							
		Pontefract West Jn.			30	To Castleford West line. 56m. 36ch. and 56m. 66ch.)
Page 127							
Between West Cowick LC and East Cowick LC							
★ Add:–							
				15		69m. 0ch. and 70m. 17ch.	(w.e.f. 09 00 Monday 4 January)

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
Page 131 (Page 71 Supp. Optg. Insts.)							
		ALDWARKE NORTH JN. (MID) TO BURTON SALMON					
		Delete existing line speeds and Substitute:-					
		ALDWARKE NORTH JN. (MID) AND PONTEFRACT (NORTH OF) 3m.p.		75	75	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY	
				60	60	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN LOADED OR EMPTY PASSENGER TRAINS	
		PONTEFRACT (NORTH OF) 3m.p. AND BURTON SALMON		60	60	MAXIMUM PERMISSIBLE SPEED	
		Between Bolton-on-Dearne and Goldthorpe Colliery Branch Jn.					
		Add:-		60		15m. 30ch. and 15m. 10ch.	w.e.f. Monday 7 December
Page 132		Between Goldthorpe Colliery Branch Jn. and Hickleton					
		Add:-		70		15m. 10ch. and 12m. 8ch.	
		Between Moorthorpe Station Jn. and Pontefract Baghill					
		Add:-		60		11m. 20ch. and 11m. 40ch.	
				60		10m. 60ch. and 6m. 71ch.	
				60		7m. 6ch. and 8m. 4ch.	
				60		4m. 50ch. and 5m. 50ch.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS

YORK SKELTON TO HARROGATE

Page 343

HARROGATE STATION

★ Add:-

Trains from Leeds direction terminating or delayed at Harrogate

See Instruction on page 379.

Stabling of Trains or Vehicles on the Through Road

★ Delete the instructions published in ND 49D - page 33 and subsequently revised in NS 49 for week commencing 5.12.81 and substitute under this heading:-

See Instruction on page 379.

Page 379

LEEDS WORTLEY JN. TO HARROGATE

★ Add:-

HARROGATE STATION

Stabling of Trains or Vehicles on the Through Road

1. Trains may be stabled on the Through Road between signals 59 and 25.

2. The following conditions must be observed:-

(a) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.

(b) When a movement is required to enter the line towards the stabled vehicles for any purpose the Driver must be instructed to proceed forward cautiously.

3. The person in charge of stabling is responsible for ensuring the above arrangements are implemented. (6D)

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Page 368

KELLINGLEY COLLIERY

Amend first paragraph

Trains for Nos 1 or 2 Group Sidings must be propelled. (6D)

LEEDS TO SKIPTON STATION SOUTH LMR

Page 376

LEEDS

LEEDS STATION REGULATIONS FOR WORKING THE AUTOMATIC BRAKE

Delete item (6D)

MISCELLANEOUS NOTICES

HULL DAIRYCOATES C & W DEPOT

Remodelling of the track layout will take place each day between 08 00 and 16 00 hours. Cranes and mechanical equipment will be in use and staff should exercise great care when moving about the Depot.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York

18 DECEMBER, 1981

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

NS.2/82
9-15.1.82

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B

WAKEFIELD - GOOLE

With effect from 09 00 Monday 4 January a 15m.p.h. P.S.R. will apply on the Down between West Cowick L.C. and East Cowick L.C. (69m.p. and 70m. 17ch.) (6D)

MONDAY 11 JANUARY - KNOTTINGLEY TRACTION MAINTENANCE DEPOT

The Engine Kip line which is connected to the Up Goods Loop at 58m. 59ch. will be secured out of use pending removal. (5)

MONDAY 11 JANUARY - CUDWORTH NORTH JUNCTION - MONK BRETTON BRANCH - REDFEARN NATIONAL GLASS LTD. PRIVATE SIDINGS

The Discharge Sand Hopper (approximately 100 yards east of the internal level crossing) will be commissioned. Telephone communication with Cudworth North Junction signal box will be provided.

Buffer-stops will be provided at the termination of the siding.

Wagon marker boards, applicable to propelling movements towards the Hopper House/Siding will be provided as follows:-

On the Down Main at Cudworth North Junction

At 32 S.L.U.'s (235 yards) north of the junction Down Main to Branch.

On the Hopper Line

At 18 S.L.U.'s (135 yards) and 32 S.L.U.'s (235 yards) from the Hopper House.

A notice board worded "STOP AWAIT INSTRUCTIONS", will be provided on the right-hand side of the Hopper line in the direction of travel, situated 250 yards before reaching the hand-worked points leading to the Hopper line or Siding.

Unloading signals "A", "B" and "C", (controlled from the Hopper House by the Redfearn's Operator) will be provided on the Hopper line to control discharge operations through the Hopper at distances of 90 yards, 170 yards, 250 yards from the Hopper respectively. (5)

DETAILS OF WORK ALREADY CARRIED OUT

**** WAKEFIELD (KIRKGATE) WEST**

The temporary alignment - Up Passenger Loop/Up Fast has been replaced by a trailing connection forming a lead Up Passenger Loop/Up Slow and Up Platform/Up Slow.

The facing connection - Goods Loop/Up Fast has been secured out of use in the reverse position pending removal and the Up Fast/Up Slow facing connection has been secured out of use in the normal position pending removal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** WAKEFIELD (KIRKGATE) WEST - continued

The signal gantry (at the west end of the platform) carrying the Up Goods Loop, Up Passenger and Up Platform 3-aspect colour light Home signals has been abolished and replaced by new 4-aspect colour light signals. The stencil-type route indicators and subsidiaries have been replaced by Junction Route indicators as follows:-

Description of Signals - WW = Wakefield Kirkgate West.

Signal No.	Line	Aspect	Junction Route Indication Position No.	Destination
WW62 (56 yards west of the 47½m.p.)	Up Goods Loop	Main		Up Fast (WW52)
		Main	4	Up Slow (WW43)
		Main	5	Up Branch L249
WW59 (48 yards west of the 47½m.p.)	Up Passenger loop (on the right hand side of the line)	Main		Up Slow (WW43)
		Main	1	Up Fast (WW52)
		Main	4	Up Branch L249

The Junction indicator position 1 will be out of use until further notice.

WW55 (56 yards west of the 47½m.p.)	Up Platform	Main		Up Slow (WW43)
		Main	1	Up Fast (WW52)
		Main	4	Up Branch L249

The Junction indicator position 1 will be out of use until further notice.

W.S. and telephone communication to the signal box will be provided on all the above signals. (2)

** STOURTON C. & W. REPAIR SHOPS

All points leading into Stourton C. & W. Repair Shops have been secured out of use pending removal of C. & W. Sidings.

Temporary Buffer-stops have been erected 500 yards in rear of 938 ground position light signal on the former Up Goods line. (2)

** WAKEFIELD KIRKGATE WEST

A new facing crossover - Up Goods Loop/Up Passenger Loop has been installed immediately after passing the new Up Goods Loop 4-aspect colour light signal WW62.

The junction route indicators 4 and 5 on WW62 signal have been commissioned.

Position 4 - towards Up Slow WW43
Position 5 - towards Up Branch L249

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN GASCOIGNE WOOD AND SELBY - HARRYMORE LANE LEVEL CROSSING AT 2 MILES 78 CHAINS
This work has not been carried out.

**** PRINCE OF WALES**

The ground frame operated connection from the Up Methley Main line to the north end of the Colliery has been secured out of use in the normal position pending removal.

The ground frame and all associated signalling has been abolished.

(2)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

**
* Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

GENERAL APPENDIX

Section 1 - page 1.55

LINESIDE HOT AXLE BOX DETECTORS

Amend the note at the end of the instruction to read:-

Note - The application of these instructions does not apply to Advanced Passenger Trains, A.C. Electric Locomotives, Diesel Mechanical Multiple Units and Diesel Parcel Units. (6D)

Part 1 - Section 3

CONVEYANCE OF FOUR - OR SIX - WHEELED VEHICLES IN PASSENGER, EMPTY COACHING STOCK AND PARCELS TRAINS

Amend Clause 2 (c) to:-

Six wheeled milk tanks loaded or empty 45 m.p.h.

(6D)

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	

Page 93 EASTWOOD LMR TO NORMANTON GOOSEHILL

At Horbury Jn.



Delete:-

20 20 Slow lines 45m.
38ch. and 46m. 25ch.

(w.e.f. 09 00 Monday 11 January 1982)

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
Page 109 (Page 59 Supp. Optg. Insts.)							
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.							
Delete existing line speeds and substitute -							
ALDWARKE NORTH JN. (MID) AND 171¼m.p.				90	90	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES)
171¼m.p. AND 174¼m.p.				80		MAXIMUM PERMISSIBLE SPEED ON MAIN LINES)
174¼m.p. AND ROYSTON JN. (178m. 30ch.)				70		MAXIMUM PERMISSIBLE SPEED ON MAIN LINES)
175m.p. AND 171¼m.p.					80	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES)
ROYSTON JN. (178m. 30ch.) AND 175m.p.					70	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES)
ROYSTON JN. (178m. 30ch.) AND OAKENSHAW SOUTH JN.				60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES)
OAKENSHAW SOUTH JN. AND GOOSEHILL JN. (184¾m.p.)				70	70	MAXIMUM PERMISSIBLE SPEED)
GOOSEHILL JN. (184¾m.p.) AND LEEDS NORTH JN.				75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES)
ALDWARKE NORTH JN. (MID) AND SWINTON JN.				75	75	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES)
GOOSEHILL JN. (184¾m.p.) AND ALTOFTS JN.				60	60	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES)

) w.e.f
) Monday 7
) December

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
<p>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. - cont'd Page 111 (Pages 61 and 62 Supp. Optg. Insts.) Delete all details on this page and Substitute:- w.e.f. Monday 7 December</p>							
		Cudworth	175.03				
		Cudworth South Jn.	175.38				2L1S for Grimethorpe
		Cudworth North Jn. (See page 116)	175.75	20	20	To Monk Bretton line. Goods line 176m. 60ch. and 177m. 60ch.	
				20		Goods line 178m. 15ch. and 178m. 36ch.	
		Royston Jn.	178.28	15	15	Main to Main 178m. 30ch. and 178m. 36ch.	1L1S Wakefield (K) 1L2S Crofton
				20	20	179m. 25ch. and 179m. 40ch.	Note the 50 m p.h. PSR Between 178m. 25ch. and 178m. 30ch. and the 40 m.p.h. PSR between 181m. 76ch. and 182m. 5ch. no longer apply.
				20	20	Main to Main 181m. 70ch. and 181m. 76ch.	
				30		To Crofton East at 181m. 70ch.	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. - cont'd							
Page 111 (Pages 61 and 62 Supp. Optg. Insts.) - Substitute - cont'd							
		Oakenshaw South Jr. (See page 117)	181.77	15		Main to Oakenshaw Jn.	
		Oakenshaw	182.35	60		183m. 40ch. and 184m. 50ch.	
				50	50	184m. 50ch. and 184m. 61ch.	
Page 121 (Page 67 Supp. Optg. Insts.)							
CASTLEFORD WEST JN. TO PONTEFRACT WEST JN.							
Amend:-							
CUTSYKE JN. (59m. 1ch.) AND PONTEFRACT WEST JN.							
Add:-							
Prince of Wales L.C.							
30							
56m. 66ch. and 56m. 42ch.							
w.e.f. Monday 7 December							
Page 125							
WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.							
Amend:-							
Pontefract West Jn.							
30							
To Castleford West line.							
56m. 36ch. and 56m. 66ch.							
Page 127							
Between West Cowick LC and East Cowick LC							
Add:-							
15							
69m. 0ch. and 70m. 17ch.							
(w.e.f. 09 00 Monday 4 January)							

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
Page 131 (Page 71 Supp. Optg. Insts.)		ALDWARKE NORTH JN. (MID) TO BURTON SALMON						
		Delete existing line speeds and Substitute:-						
		ALDWARKE NORTH JN. (MID) AND PONTEFRACT (NORTH OF) 3m.p.		75	75	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY		
		PONTEFRACT (NORTH OF) 3m.p. AND BURTON SALMON		60	60	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN LOADED OR EMPTY PASSENGER TRAINS		
		Between Bolton-on-Dearne and Goldthorpe Colliery Branch Jn.		60	60	MAXIMUM PERMISSIBLE SPEED		
		Add:-		60		15m. 30ch. and 15m. 10ch.		w.e.f. Monday 7 December
Page 132		Between Goldthorpe Colliery Branch Jn. and Hickleton		70		15m. 10ch. and 12m. 8ch.		
		Add:-						
		Between Moorthorpe Station Jn. and Pontefract Baghill			60	11m. 20ch. and 11m. 40ch.		
		Add:-		60		10m. 60ch. and 6m. 71ch.		
				60		7m. 6ch. and 8m. 4ch.		
				60		4m. 50ch. and 5m. 50ch.		

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS

YORK SKELTON TO HARROGATE

Page 343

HARROGATE STATION

Add:-

Trains from Leeds direction terminating or delayed at Harrogate

See Instruction on page 379.

Stabling of Trains or Vehicles on the Through Road

Delete the instructions published in ND 49D - page 33 and subsequently revised in NS 49 for week commencing 5.12.81 and substitute under this heading:-

See Instruction on page 379.

Page 379

LEEDS WORTLEY JN. TO HARROGATE

Add:-

HARROGATE STATION

Stabling of Trains or Vehicles on the Through Road

1. Trains may be stabled on the Through Road between signals 59 and 25.
2. The following conditions must be observed:-
 - (a) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.
 - (b) When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.
3. The person in charge of stabling is responsible for ensuring the above arrangements are implemented. (6D)

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Page 368

KELLINGLEY COLLIERY

Amend first paragraph

Trains for Nos 1 or 2 Group Sidings must be propelled. (6D)

LEEDS TO SKIPTON STATION SOUTH LMR

Page 376

LEEDS

LEEDS STATION REGULATIONS FOR WORKING THE AUTOMATIC BRAKE

Delete item

(6D)

MISCELLANEOUS NOTICES

HULL DAIRYCOATES C & W DEPOT

Remodelling of the track layout will take place each day between 08 00 and 16 00 hours. Cranes and mechanical equipment will be in use and staff should exercise great care when moving about the Depot.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

★ SEACOW BALLAST HOPPER WAGONS

The maximum trailing weight of trains containing one or more Seacow wagons numbered in the range DB980000 - 980250 shall not exceed 640t., and over steeply graded routes shall be further restricted in accordance with the following table :-

Gradient	Maximum Trailing Weight - Tonnes
Steeper than 1 in 40 rising	448
1 in 40 to 1 in 47 rising	512
1 in 47 to 1 in 56 rising	576
Less than 1 in 56 rising	640

MP.32/NS

York
24 DECEMBER, 1981

G. GRAHAM
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 17 JANUARY – BETWEEN OAKENSHAW JN. AND CALDER BRIDGE JN.

Oakenshaw Jn. (L & Y)

A new Up Goole set-back ground position light signal (situated between the Down and Up Goole lines) will be provided immediately on Calder Bridge Junction side of the facing points – Up Goole to Up Goods (opposite the trap points in the Up Goods).

A 3-way stencil-type route indicator will be provided and the following indications will apply :-

Indication	Destination
"M"	Down Goole
"B"	Up Oakenshaw Branch
"S"	Down Siding

SUNDAY 17 JANUARY – BETWEEN ARDSLEY TUNNEL AND WAKEFIELD WESTGATE

Down Doncaster 4-aspect signal No.223 and Up Doncaster 4-aspect signal No.220 (on the immediate approaches to the site of the former Lofthouse Ground Frame at 178½m.p.) will be converted to automatic signals.

DETAILS OF WORK ALREADY CARRIED OUT

DONCASTER STATION – PLATFORM 1

Elevated shunting signal No.1481 applying Up Platform Loop (Platform 1) has been lowered 15 inches during the reconstruction of the platform canopy. (New Item) (6)

WAKEFIELD – GOOLE

With effect from 09 00 Monday 4 January a 15m.p.h. P.S.R. will apply on the Down between West Cowick L.C. and East Cowick L.C. (69m.p. and 70m. 17ch.) (6D)

KNOTTINGLEY TRACTION MAINTENANCE DEPOT

The Engine Kip line which is connected to the Up Goods Loop at 58m. 59ch. has been secured out of use pending removal. (5)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****CUDWORTH NORTH JUNCTION & MONK BRETTON BRANCH – REDFEARN NATIONAL GLASS LTD.
PRIVATE SIDINGS**

The Discharge Sand Hopper (approximately 100 yards east of the internal level crossing) has been commissioned. Telephone communication with Cudworth North Junction signal box has been provided.

Buffer-stops have been provided at the termination of the siding.

Wagon marker boards, applicable to propelling movements towards the Hopper House/Siding have been provided as follows :-

On the Down Main at Cudworth North Junction

At 32 S.L.U.'s (235 yards) north of the junction Down Main to Branch.

On the Hopper Line

At 18 S.L.U.'s (135 yards) and 32 S.L.U.'s (235 yards) from the Hopper House.

A notice board worded "STOP AWAIT INSTRUCTIONS", has been provided on the right-hand side of the Hopper line in the direction of travel, situated 250 yards before reaching the hand-worked points leading to the Hopper line or Siding.

Unloading signals "A", "B" and "C", (controlled from the Hopper House by the Redfearn's Operator) has been provided on the Hopper line to control discharge operations through the Hopper at distances of 90 yards, 170 yards, 250 yards from the Hopper respectively). (5)

BETWEEN GASCOIGNE WOOD AND SELBY – HARRYMORE LANE LEVEL CROSSING AT 2 MILES 78 CHAINS

This work has not been carried out.

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

**
* Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

GENERAL APPENDIX

Section 1 – page 1.55

LINESIDE HOT AXLE BOX DETECTORS

Amend the note at the end of the instruction to read:–

Note – The application of these instructions does not apply to Advanced Passenger Trains, A.C. Electric Locomotives. Diesel Mechanical Multiple Units and Diesel Parcel Units. (6D)

Part 1 – Section 3

CONVEYANCE OF FOUR – OR SIX – WHEELED VEHICLES IN PASSENGER, EMPTY COACHING STOCK AND PARCELS TRAINS

Amend Clause 2 (c) to:–

Six wheeled milk tanks loaded or empty 45 m.p.h.

(6D)

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" – DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h. At or Between	

Page 93 EASTWOOD LMR TO NORMANTON GOOSEHILL

At Horbury Jn.

Delete:–

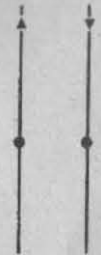
20 20 Slow lines 45m.
38ch. and 46m. 25ch.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Page 109 (Page 59 Supp. Optg. Insts.)		ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.					
		Delete existing line speeds and substitute:-					
		ALDWARKE NORTH JN. (MID) AND 171¼m.p.		90	90	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES	
		171¼m.p. AND 174¼m.p.		80		MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
		174¼m.p. AND ROYSTON JN. (178m. 30ch.)		70		MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
		175m.p. AND 171¼m.p.			80	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
		ROYSTON JN. (178m. 30ch.) AND 175m.p.			70	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	w.e.f. Monday 7 December
		ROYSTON JN. (178m. 30ch.) AND OAKENSHAW SOUTH JN.		60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
		OAKENSHAW SOUTH JN. AND GOOSEHILL JN. (184¼m.p.)		70	70	MAXIMUM PERMISSIBLE SPEED	
		GOOSEHILL JN. (184¼m.p.) AND LEEDS NORTH JN.		75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES	
		ALDWARKE NORTH JN. (MID) AND SWINTON JN.		75	75	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES	
		GOOSEHILL JN. (184¼m.p.) AND ALTOFTS JN.		60	60	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up At or Between		
<p>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. – cont'd</p> <p>Page 111 (Pages 61 and 62 Supp. Optg. Insts.)</p> <p>Delete all details on this page and Substitute: – w.e.f. Monday 7 December</p>							
		Cudworth	175.03				
		Cudworth South Jn.	175.38				2L1S for Grimethorpe
		Cudworth North Jn. (See page 116)	175.75	20	20	To Monk Bretton line. Goods line 176m. 60ch. and 177m. 60ch.	
				20	20	Goods line 178m. 15ch. and 178m. 36ch.	
		Royston Jn.	178.28	15	15	Main to Main 178m. 30ch. and 178m. 36ch.	1L1S Wakefield (K) 1L2S Crofton
				20	20	179m. 25ch. and 179m. 40ch.	Note the 50 m.p.h. PSR Between 178m. 25ch. and 178m. 30ch. and the 40 m.p.h. PSR between 181m. 76ch. and 182m. 5ch. no longer apply.
				20	20	Main to Main 181m. 70ch. and 181m. 76ch.	
				30	30	To Crofton East at 181m. 70ch.	

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

NS-26

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. - cont'd							
Page 111 (Pages 61 and 62 Supp. Optg. Insts.) - Substitute - cont'd							
		Oakenshaw South Jn. (See page 117)	181.77	15		Main to Oakenshaw Jn.	
		Oakenshaw	182.35	60		183m. 40ch. and 184m. 50ch.	
				50	50	184m. 50ch. and 184m. 61ch.	
Page 121 (Page 67 Supp. Optg. Insts.)							
CASTLEFORD WEST JN. TO PONTEFRACT WEST JN.							
Amend:-							
CUTSYKE JN. (59m. 1ch.) AND PONTEFRACT WEST JN.							
		Prince of Wales L.C.		40	40	MAXIMUM PERMISSIBLE SPEED)
Add:-							
				30		56m. 66ch. and 56m. 42ch.) w.e.f. Monday 7 December
Page 125							
WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.							
Amend:-							
		Pontefract West Jn.			30	To Castleford West line. 56m. 36ch. and 56m. 66ch.)
Page 127							
Between West Cowick LC and East Cowick LC							
Add:-							
				15		69m. 0ch. and 70m. 17ch.	(w.e.f. 09 00 Monday 4 January)

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 131 (Page 71 Supp. Optg. Insts.)		ALDWARKE NORTH JN. (MID) TO BURTON SALMON)) w.e.f.) Monday 7) December
Delete existing line speeds and Substitute:-)	
ALDWARKE NORTH JN. (MID) AND PONTEFRACT (NORTH OF) 3m.p.			75	75	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY)	
			60	60	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN LOADED OR EMPTY PASSENGER TRAINS)	
PONTEFRACT (NORTH OF) 3m.p. AND BURTON SALMON			60	60	MAXIMUM PERMISSIBLE SPEED)	
Between Bolton-on-Dearne and Goldthorpe Colliery Branch Jn.)	
Add:-			60		15m. 30ch. and 15m. 10ch.)	
Page 132)	
Between Goldthorpe Colliery Branch Jn. and Hickleton)	
Add:-			70		15m. 10ch. and 12m. 8ch.)	
Between Moorthorpe Station Jn. and Pontefract Baghill)	
Add:-				60	11m. 20ch. and 11m. 40ch.)	
			60		10m. 60ch. and 6m. 71ch.)	
				60	7m. 6ch. and 8m. 4ch.)	
				60	4m. 50ch. and 5m. 50ch.)	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE F - PROPELLING OF TRAINS OR VEHICLES

Between	Line	Number of vehicles and Special conditions
Page 225 CUDWORTH NORTH JN. TO MONK BRETTON		
★ Amend:-		
Cudworth North Jn.	Monk Bretton	Single
		35 SLU fully fitted without brakevan. w.e.f. 11.1.82 (6D)

LOCAL INSTRUCTIONS

YORK SKELTON TO HARROGATE

Page 343

HARROGATE STATION

Add:-

Trains from Leeds direction terminating or delayed at Harrogate

See Instruction on page 379.

Stabling of Trains or Vehicles on the Through Road

Delete the instructions published in ND 49D - page 33 and subsequently revised in NS 49 for week commencing 5.12.81 and substitute under this heading:-

See Instruction on page 379.

Page 366

CUDWORTH NORTH JUNCTION TO MONK BRETTON

★

Add:-

MONK BRETTON

Redfearns Sidings : Rapid Unloading Facilities

1. When authority is received for an arriving train to proceed from the "Locomotive Stop Await Instructions" board it must be propelled into the siding for the leading ten wagons to be detached.
2. The ten wagons next to the locomotive and subsequently, the remaining ten must be propelled into the hopper line for unloading on the "Stop/Start" basis under the control of the unloading signals.
w.e.f. 11.1.81 (6D)

Page 379

LEEDS WORTLEY JN. TO HARROGATE

Add:-

HARROGATE STATION

Stabling of Trains or Vehicles on the Through Road

1. Trains may be stabled on the Through Road between signals 59 and 25.
2. The following conditions must be observed:-
 - (a) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.
 - (b) When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.
3. The person in charge of stabling is responsible for ensuring the above arrangements are implemented.

(6D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS - continued

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Page 368 KELLINGLEY COLLIERY

Amend first paragraph

Trains for Nos 1 or 2 Group Sidings must be propelled. (6D)

LEEDS TO SKIPTON STATION SOUTH LMR

Page 376 LEEDS

LEEDS STATION REGULATIONS FOR WORKING THE AUTOMATIC BRAKE

Delete item

(6D)

MISCELLANEOUS NOTICES

HULL DAIRYCOATES C & W DEPOT

Remodelling of the track layout will take place each day between 08 00 and 16 00 hours. Cranes and mechanical equipment will be in use and staff should exercise great care when moving about the Depot.

★ MARK III SLEEPING CARS

On either side of the above vehicles a blue light may be exhibited, just below sole bar level, indicating that the toilet effluent tank is full. (6D)

★ ** EASTERN REGION ROUTE AVAILABILITY OF DIESEL AND ELECTRIC LOCOMOTIVES BOOKLET -
BR.29973 - RE-ISSUED EDITION DATED DECEMBER, 1981

Copies of the above mentioned Booklet were despatched from this office to Divisional Managers etc. on the 18th and 21st December, 1981. Staff holding copies of the September 1977 edition and who have not yet received copies of the December 1981 version should contact their respective normal distribution point.

SEACOW BALLAST HOPPER WAGONS

The maximum trailing weight of trains containing one or more Seacow wagons numbered in the range DB980000 - 980250 shall not exceed 640t., and over steeply graded routes shall be further restricted in accordance with the following table :-

Gradient	Maximum Trailing Weight - Tonnes
Steeper than 1 in 40 rising	448
1 in 40 to 1 in 47 rising	512
1 in 47 to 1 in 56 rising	576
Less than 1 in 56 rising	640

MP.32/NS

York
8 JANUARY, 1982

G. GRAHAM
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

SECTION B - TEMPORARY ENGINEERING WORKS - continued

At or between	Lines affected	Remarks
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THORNE JN. TO GILBERDYKE JN. - continued

MONDAY 25 to FRIDAY 29 JANUARY

163	Thorne North	Down and Up	07 00 to 16 00 daily. Platform work 14m. 07ch. and 13m. 77ch. Mechanical equipment in use.
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HULL PARAGON STATION TO SEAMER WEST

SUNDAY 24 JANUARY

164	Lowthorpe LC and Bridlington Sth.	Down and Up BLOCKED	07 30 to 16 00. Track renewal 24m. 68ch. and 25m. 16ch. Crane and mechanical equipment in use.
-----	-----------------------------------	------------------------	--

TUESDAY 26 to FRIDAY 29 JANUARY

165	Lowthorpe LC and Bridlington Sth.	Down BLOCKED Up BLOCKED	23 15 Tue to Thu to) Track renewal 24m. 06 00 Wed to Fri) 68ch. and 25m. 16ch. 22 30 Tue to Thu to) Cranes and mechanic 06 00 Wed to Fri) equipment in use.
-----	-----------------------------------	----------------------------------	--

HESSLE ROAD TO ALEXANDRA DOCK

UNTIL FURTHER NOTICE

166	Alexandra Dock and Hesse Road	Up Between Trains	08 00 to 17 00. Bridgework, 1m. 62ch. Crane and mechanical equipment in use. (81/35/36)
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SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN OAKENSHAW JN. AND CALDER BRIDGE JN.

Oakenshaw Jn. (L & Y)

A new Up Goole set-back ground position light signal (situated between the Down and Up Goole lines) has been provided immediately on Calder Bridge Junction side of the facing points - Up Goole to Up Goods (opposite the trap points in the Up Goods).

A 3-way stencil-type route indicator has been provided and the following indications now apply:-

Indication	Destination
"M"	Down Goole
"B"	Up Oakenshaw Branch
"S"	Down Siding

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****BETWEEN ARDSLEY TUNNEL AND WAKEFIELD WESTGATE**

Down Doncaster 4-aspect signal No.223 and Up Doncaster 4-aspect signal No.220 (on the immediate approaches to the site of the former Lofthouse Ground Frame at 178½m.p.) have been converted to automatic signals.

DONCASTER STATION – PLATFORM 1

Elevated shunting signal No.1481 applying Up Platform Loop (Platform 1) has been lowered 15 inches during the reconstruction of the platform canopy. (6)

WAKEFIELD – GOOLE

With effect from 09 00 Monday 4 January a 15 m.p.h. P.S.R. will apply on the Down between West Cowick L.C. and East Cowick L.C. (69m.p. and 70m. 17ch.) (6D)

KNOTTINGLEY TRACTION MAINTENANCE DEPOT

The Engine Kip line which is connected to the Up Goods Loop at 58m. 59ch. has been secured out of use pending removal. (5)

CUDWORTH NORTH JUNCTION & MONK BRETTON BRANCH – REDFEARN NATIONAL GLASS LTD. PRIVATE SIDINGS

The Discharge Sand Hopper (approximately 100 yards east of the internal level crossing) has been commissioned. Telephone communication with Cudworth North Junction signal box has been provided.

Buffer-stops have been provided at the termination of the siding.

Wagon marker boards, applicable to propelling movements towards the Hopper House/Siding have been provided as follows :-

On the Down Main at Cudworth North Junction

At 32 S.L.U.'s (235 yards) north of the junction Down Main to Branch.

On the Hopper Line

At 18 S.L.U.'s (135 yards) and 32 S.L.U.'s (235 yards) from the Hopper House.

A notice board worded "STOP AWAIT INSTRUCTIONS", has been provided on the right-hand side of the Hopper line in the direction of travel, situated 250 yards before reaching the hand-worked points leading to the Hopper line or Siding.

Unloading signals "A", "B" and "C", (controlled from the Hopper House by the Redfearn's Operator) has been provided on the Hopper line to control discharge operations through the Hopper at distances of 90 yards, 170 yards, 250 yards from the Hopper respectively). (5)

BETWEEN GASCOIGNE WOOD AND SELBY – HARRYMORE LANE LEVEL CROSSING AT 2 MILES 78 CHAINS

This work has not been carried out.

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

GENERAL APPENDIX

Section 1 – page 1.55

LINESIDE HOT AXLE BOX DETECTORS

Amend the note at the end of the instruction to read:–

Note – The application of these instructions does not apply to Advanced Passenger Trains, A.C. Electric Locomotives. Diesel Mechanical Multiple Units and Diesel Parcel Units. (6D)

Part 1 – Section 3

CONVEYANCE OF FOUR – OR SIX – WHEELED VEHICLES IN PASSENGER, EMPTY COACHING STOCK AND PARCELS TRAINS

Amend Clause 2 (c) to:–

Six wheeled milk tanks loaded or empty **45 m.p.h.** (6D)

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" – DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
Page 93	EASTWOOD LMR TO NORMANTON GOOSEHILL	At Horbury Jn.		20	20	Slow lines 45m. 38ch. and 46m. 25ch.
	Delete:–					

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Page 109 (Page 59 Supp. Optg. Insts.)							
		ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.)
		Delete existing line speeds and substitute: -)
		ALDWARKE NORTH JN. (MID) AND 171¼m.p.		90	90	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES)
		171¼m.p. AND 174¼m.p.		80		MAXIMUM PERMISSIBLE SPEED ON MAIN LINES)
		174¼m.p. AND ROYSTON JN. (178m. 30ch.)		70		MAXIMUM PERMISSIBLE SPEED ON MAIN LINES)
		175m.p. AND 171¼m.p.			80	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES)
		ROYSTON JN. (178m. 30ch.) AND 175m.p.			70	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES)
		ROYSTON JN. (178m. 30ch.) AND OAKENSHAW SOUTH JN.		60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES)
		OAKENSHAW SOUTH JN. AND GOOSEHILL JN. (184¼m.p.)		70	70	MAXIMUM PERMISSIBLE SPEED)
		GOOSEHILL JN. (184¼m.p.) AND LEEDS NORTH JN.		75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES)
		ALDWARKE NORTH JN. (MID) AND SWINTON JN.		75	75	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES)
		GOOSEHILL JN. (184¼m.p.) AND ALTOFTS JN.		60	60	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES)

) w.e.f
Monday 7
December

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
<p>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. - cont'd</p> <p>Page 111 (Pages 61 and 62 Supp. Optg. Insts.)</p> <p>Delete all details on this page and Substitute. - w.e.f. Monday 7 December</p>							
		Cudworth	175.03				
		Cudworth South Jn.	175.38				2L1S for Grimethorpe
		Cudworth North Jn. (See page 116)	175.75	20	20	To Monk Bretton line. Goods line 176m. 60ch. and 177m. 60ch.	
				20	20	Goods line 178m. 15ch. and 178m. 36ch.	
		Royston Jn.	178.28	15	15	Main to Main 178m. 30ch. and 178m. 36ch.	1L1S Wakefield (K) 1L2S Crofton
				20	20	179m. 25ch. and 179m. 40ch.	Note the 50 m.p.h. PSR Between 178m. 25ch. and 178m. 30ch. and the 40 m.p.h. PSR between 181m 76ch and 182m 5ch. no longer apply
				20	20	Main to Main 181m. 70ch. and 181m. 76ch.	
				30	30	To Crofton East at 181m. 70ch.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

NS-23

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. - cont'd								
Page 111 (Pages 61 and 62 Supp. Optg. Insts.) - Substitute - cont'd								
		Oakenshaw South Jn. (See page 117)	181.77	15		Main to Oakenshaw Jn.		
		Oakenshaw	182.35	60		183m. 40ch. and 184m. 50ch.		
				50	50	184m. 50ch. and 184m. 61ch.		
Page 121 (Page 67 Supp. Optg. Insts.)								
CASTLEFORD WEST JN. TO PONTEFRACT WEST JN.								
Amend -								
CUTSYKE JN. (59m. 1ch.) AND PONTEFRACT WEST JN.								
		Prince of Wales L.C.		40	40	MAXIMUM PERMISSIBLE SPEED)	
Add -								
				30		56m. 66ch. and 56m. 42ch.)	w.e.f. Monday 7 December
Page 125								
WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.								
Amend -								
		Pontefract West Jn.			30	To Castleford West line. 56m. 36ch. and 56m. 66ch.)	
Page 127								
Between West Cowick LC and East Cowick LC								
Add :-								
				15		69m 0ch. and 70m. 17ch.)	(w.e.f. 09 00 Monday 4 January)

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
Page 131 (Page 71 Supp. Optg. Insts.)		ALDWARKE NORTH JN. (MID) TO BURTON SALMON					
		Delete existing line speeds and Substitute -					
		ALDWARKE NORTH JN. (MID) AND PONTEFRACT (NORTH OF) 3m.p.		75	75	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY	
				60	60	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN LOADED OR EMPTY PASSENGER TRAINS	
		PONTEFRACT (NORTH OF) 3m p. AND BURTON SALMON		60	60	MAXIMUM PERMISSIBLE SPEED	
		Between Bolton-on-Dearne and Goldthorpe Colliery Branch Jn.					
		Add -		60		15m. 30ch. and 15m. 10ch.	w.e.f. Monday 7 December
Page 132		Between Goldthorpe Colliery Branch Jn. and Hickleton					
		Add -		70		15m. 10ch. and 12m. 8ch.	
		Between Moorthorpe Station Jn. and Pontefract Baghill					
		Add -			60	11m. 20ch. and 11m. 40ch.	
				60		10m. 60ch. and 6m. 71ch.	
					60	7m. 6ch. and 8m. 4ch.	
					60	4m. 50ch. and 5m. 50ch.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE F - PROPELLING OF TRAINS OR VEHICLES

Between	Line	Number of vehicles and Special conditions
Page 225		
CUDWORTH NORTH JN. TO MONK BRETTON		
Amend:-		
Cudworth North Jn.	Monk Bretton	Single
		35 SLU fully fitted without brakevan. w.e.f. 11.1.82 (6D)

LOCAL INSTRUCTIONS

YORK SKELTON TO HARROGATE

Page 343

HARROGATE STATION

Add:-

Trains from Leeds direction terminating or delayed at Harrogate

See Instruction on page 379.

Stabling of Trains or Vehicles on the Through Road

Delete the instructions published in ND 49D - page 33 and subsequently revised in NS 49 for week commencing 5.12.81 and substitute under this heading:-

See Instruction on page 379.

Page 366

CUDWORTH NORTH JUNCTION TO MONK BRETTON

Add:-

MONK BRETTON

Redfearns Sidings : Rapid Unloading Facilities

1. When authority is received for an arriving train to proceed from the "Locomotive Stop Await Instructions" board it must be propelled into the siding for the leading ten wagons to be detached.
2. The ten wagons next to the locomotive and subsequently, the remaining ten must be propelled into the hopper line for unloading on the "Stop/Start" basis under the control of the unloading signals.

w.e.f. 11.1.81 (6D)

Page 379

LEEDS WORTLEY JN. TO HARROGATE

Add:-

HARROGATE STATION

Stabling of Trains or Vehicles on the Through Road

1. Trains may be stabled on the Through Road between signals 59 and 25.
2. The following conditions must be observed:-
 - (a) During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.
 - (b) When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.
3. The person in charge of stabling is responsible for ensuring the above arrangements are implemented.

(6D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS - continued

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Page 368

KELLINGLEY COLLIERY

Amend first paragraph

Trains for Nos 1 or 2 Group Sidings must be propelled.

(6D)

LEEDS TO SKIPTON STATION SOUTH LMR

Page 376

LEEDS

LEEDS STATION REGULATIONS FOR WORKING THE AUTOMATIC BRAKE

Delete item

(6D)

MISCELLANEOUS NOTICES

HULL DAIRYCOATES C & W DEPOT

Remodelling of the track layout will take place each day between 08 00 and 16 00 hours. Cranes and mechanical equipment will be in use and staff should exercise great care when moving about the Depot.

MARK III SLEEPING CARS

On either side of the above vehicles a blue light may be exhibited, just below sole bar level, indicating that the toilet effluent tank is full.

(6D)

SEACOW BALLAST HOPPER WAGONS

The maximum trailing weight of trains containing one or more Seacow wagons numbered in the range DB980000 - 980250 shall not exceed 640t., and over steeply graded routes shall be further restricted in accordance with the following table :-

Gradient	Maximum Trailing Weight - Tonnes
Steeper than 1 in 40 rising	448
1 in 40 to 1 in 47 rising	512
1 in 47 to 1 in 56 rising	576
Less than 1 in 56 rising	640

MP.32/NS

York

15 JANUARY, 1982

G. GRAHAM
Chief Operating Manager

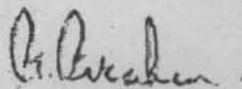
Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

Dear Colleague,

I have no need to remind you of the extremely adverse weather conditions which have prevailed since early December, and the consequential effect this has had on our services and equipment. There have been some horrendous delays, particularly in the initial stages of heavy snow falls, and there has been some criticism from some customers.

Nevertheless, this should not detract from the fact that we have given a service to customers, often when other modes of transport have been unable to do so. To have maintained services in such adverse weather has required the often taken for granted efforts of colleagues in all grades and departments. I know that many of you have had to overcome significant problems in just getting to and from work, and again many have had to work long hours in most arduous conditions.

Practicalities prevent me from writing individually and printing schedules distort timescales. However, I hope this rather impersonal means of communication does not obscure the respect and appreciation of myself and other railway officers for the positive contribution that has been made in recent weeks.



CHIEF OPERATING MANAGER

NS/32
30.1-5.2.82

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 31 JANUARY – TURNERS LANE JUNCTION

The connection from the Down Siding to the Down Goods Loop at Turners Lane Jn. will be secured out of use in the normal position pending removal.

Turners Lane ground frame will be abolished.

Wakefield Kirkgate East controlled ground position light signal 1254 (applying Down L&Y to Up Turners the Curve; to Up Goods Loop; or to Up L&Y) will have added a new route towards the Down Goods Loop with route indication "Y".

Down Siding ground position light signals 1252 and 1253 will be abolished.

The subsidiary signal on Down Goods Loop signal WE1255 applying towards Down Siding will be abolished.

SUNDAY 31 JANUARY – KNOTTINGLEY

Down Goole 4 aspect colour light signal K.419 will be repositioned 165 yards further from the signal box onto a new right-hand bracket post.

MONDAY 1 FEBRUARY – WHELDAL COLLIERY (Castleford East Jn. to Allerton Main (Bowers Opencast))

The ground frame operated connection situated at approximately 6m. 04ch. will be secured out of use.

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN OAKENSHAW JN. AND CALDER BRIDGE JN.

Oakenshaw Jn. (L & Y)

A new Up Goole set-back ground position light signal (situated between the Down and Up Goole lines) has been provided immediately on Calder Bridge Junction side of the facing points – Up Goole to Up Goods (opposite the trap points in the Up Goods).

A 3-way stencil-type route indicator has been provided and the following indications now apply:—

Indication	Destination
"M"	Down Goole
"B"	Up Oakenshaw Branch
"S"	Down Siding

BETWEEN ARDSLEY TUNNEL AND WAKEFIELD WESTGATE

Down Doncaster 4-aspect signal No.223 and Up Doncaster 4-aspect signal No.220 (on the immediate approaches to the site of the former Lofthouse Ground Frame at 178½m.p.) have been converted to automatic signals.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****DONCASTER STATION – PLATFORM 1**

Elevated shunting signal No.1481 applying Up Platform Loop (Platform 1) has been lowered 15 inches during the reconstruction of the platform canopy. (6)

WAKEFIELD – GOOLE

With effect from 09 00 Monday 4 January a 15 m.p.h. P.S.R. will apply on the Down between West Cowick L.C. and East Cowick L.C. (69m.p. and 70m. 17ch.) (6D)

KNOTTINGLEY TRACTION MAINTENANCE DEPOT

The Engine Kip line which is connected to the Up Goods Loop at 58m. 59ch. has been secured out of use pending removal. (5)

**** CUDWORTH NORTH JUNCTION & MONK BRETTON BRANCH – REDFEARN NATIONAL GLASS LTD. PRIVATE SIDINGS**

The Discharge Sand Hopper (approximately 100 yards east of the internal level crossing) has been commissioned. Telephone communication with Cudworth North Junction signal box has been provided.

Buffer-stops have been provided at the termination of the siding.

Wagon marker boards, applicable to propelling movements towards the Hopper House/Siding have been provided as follows :-

On the Down Main at Cudworth North Junction

At 32 S.L.U.'s (235 yards) north of the junction Down Main to Branch.

On the Hopper Line

At 18 S.L.U.'s (135 yards) and 32 S.L.U.'s (235 yards) from the Hopper House.

A notice board worded "STOP AWAIT INSTRUCTIONS", has been provided on the right-hand side of the Hopper line in the direction of travel, situated 250 yards before reaching the hand-worked points leading to the Single line or Siding.

Unloading signals "A", "B" and "C", (controlled from the Hopper House by the Redfearn's Operator) has been provided on the Hopper line to control discharge operations through the Hopper at distances 90 yards, 170 yards, 250 yards from the Hopper respectively). (Amended item) (7)

**** BETWEEN GASCOIGNE WOOD AND SELBY – HARRYMORE LANE LEVEL CROSSING AT 2 MILES 78 CHAIN**

This work has not been carried out.

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

**
* Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

GENERAL APPENDIX

Section 1 – page 1.55

LINESIDE HOT AXLE BOX DETECTORS

Amend the note at the end of the instruction to read:–

Note – The application of these instructions does not apply to Advanced Passenger Trains, A.C. Electric Locomotives, Diesel Mechanical Multiple Units and Diesel Parcel Units. (6D)

Part 1 – Section 3

CONVEYANCE OF FOUR – OR SIX – WHEELED VEHICLES IN PASSENGER, EMPTY COACHING STOCK AND PARCELS TRAINS

Amend Clause 2 (c) to:–

Six wheeled milk tanks loaded or empty 45 m.p.h.

(6D)


ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" – DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 93	EASTWOOD LMR TO NORMANTON GOOSEHILL	At Horbury Jn.		20	20	Slow lines 45m. 38ch. and 46m. 25ch.
	Delete:–					

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Page 109 (Page 59 Supp. Optg. Insts.)							
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.							
Delete existing line speeds and substitute -							
ALDWARKE NORTH JN. (MID) AND 171¼m.p.				90	90	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES	
171¼m.p. AND 174¼m.p.				80		MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
174¼m.p. AND ROYSTON JN. (178m. 30ch.)				70		MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
175m.p. AND 171¼m.p.					80	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
ROYSTON JN. (178m. 30ch.) AND 175m.p.					70	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
ROYSTON JN. (178m. 30ch.) AND OAKENSHAW SOUTH JN.				60	60	MAXIMUM PERMISSIBLE SPEED ON MAIN LINES	
OAKENSHAW SOUTH JN. AND GOOSEHILL JN. (184¾m.p.)				70	70	MAXIMUM PERMISSIBLE SPEED	
GOOSEHILL JN. (184¾m.p.) AND LEEDS NORTH JN.				75	75	MAXIMUM PERMISSIBLE SPEED ON MAIN AND FAST LINES	
ALDWARKE NORTH JN. (MID) AND SWINTON JN.				75	75	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES	
GOOSEHILL JN. (184¾m.p.) AND ALTOFTS JN.				60	60	MAXIMUM PERMISSIBLE SPEED ON SLOW LINES	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
<p>ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. — cont'd Page 111 (Pages 61 and 62 Supp. Optg. Insts.) Delete all details on this page and Substitute:— w.e.f. Monday 7 December</p>							
		Cudworth	175.03				
		Cudworth South Jn.	175.38				2L1S for Grimethorpe
		Cudworth North Jn. (See page 116)	175.75	20	20	To Monk Bretton line. Goods line 176m. 60ch. and 177m. 60ch.	
				20	20	Goods line 178m. 15ch. and 178m. 36ch.	
		Royston Jn.	178.28	15	15	Main to Main 178m. 30ch. and 178m. 36ch.	1L1S Wakefield (K) 1L2S Crofton
				20	20	179m. 25ch. and 179m. 40ch.	Note the 50 m.p.h. PSR Between 178m. 25ch. and 178m. 30ch. and the 40 m.p.h. PSR between 181m. 76ch. and 182m. 5ch. no longer apply.
				20	20	Main to Main 181m. 70ch. and 181m. 76ch.	
				30	30	To Crofton East at 181m. 70ch.	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN. - cont'd Page 111 (Pages 61 and 62 Supp. Optg. Insts.) - Substitute - cont'd							
		Oakenshaw South Jn. (See page 117)	181.77	15		Main to Oakenshaw Jn.	
		Oakenshaw	182.35	60		183m. 40ch. and 184m. 50ch.	
				50	50	184m. 50ch. and 184m. 61ch.	
Page 121 (Page 67 Supp. Optg. Insts.) CASTLEFORD WEST JN. TO PONTEFRACT WEST JN. Amend - CUTSYKE JN. (59m. 1ch.) AND PONTEFRACT WEST JN. Add -							
		Prince of Wales L.C.		40	40	MAXIMUM PERMISSIBLE SPEED	
				30		56m. 66ch. and 56m. 42ch.	
Page 125 WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN. Amend:-							
		Pontefract West Jn.			30	To Castleford West line. 56m. 36ch. and 56m. 66ch.	
Page 127 Between West Cowick LC and East Cowick LC Add:-							
				15		69m. 0ch. and 70m. 17ch.	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up	At or Between		
Page 131 (Page 71 Supp. Optg. Insts.)		ALDWARKE NORTH JN. (MID) TO BURTON SALMON						
		Delete existing line speeds and Substitute:-						
		ALDWARKE NORTH JN. (MID) AND PONTEFRACT (NORTH OF) 3m.p.		75	75	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS, LOADED OR EMPTY		
				60	60	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN LOADED OR EMPTY PASSENGER TRAINS		
		PONTEFRACT (NORTH OF) 3m.p. AND BURTON SALMON		60	60	MAXIMUM PERMISSIBLE SPEED		
		Between Bolton-on-Dearne and Goldthorpe Colliery Branch Jn.						
		Add:-		60		15m. 30ch. and 15m. 10ch.		
Page 132		Between Goldthorpe Colliery Branch Jn. and Hickleton						
		Add:-		70		15m. 10ch. and 12m. 8ch.		
		Between Moorthorpe Station Jn. and Pontefract Baghill						
		Add:-		60		11m. 20ch. and 11m. 40ch.		
				60		10m. 60ch. and 6m. 71ch.		
				60		7m. 6ch. and 8m. 4ch.		
				60		4m. 50ch. and 5m. 50ch.		

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE F - PROPELLING OF TRAINS OR VEHICLES

Between	Line	Number of vehicles and Special conditions
Page 225		
CUDWORTH NORTH JN. TO MONK BRETTON		
Amend:-		
Cudworth North Jn.	Monk Bretton	Single
		35 SLU fully fitted without brakevan. w.e.f. 11.1.82 (6D)

LOCAL INSTRUCTIONS

YORK SKELTON TO HARROGATE

Page 343

HARROGATE STATION

Add:-

Trains from Leeds direction terminating or delayed at Harrogate

See Instruction on page 379.

Stabling of Trains or Vehicles on the Through Road

Delete the instructions published in ND 49D - page 33 and subsequently revised in NS 49 for week commencing 5.12.81 and substitute under this heading:-

See Instruction on page 379.

Page 366

CUDWORTH NORTH JUNCTION TO MONK BRETTON

Add:-

MONK BRETTON

Bedfearns Sidings : Rapid Unloading Facilities

- When authority is received for an arriving train to proceed from the "Locomotive Stop Await Instructions" board it must be propelled into the siding for the leading ten wagons to be detached.
- The ten wagons next to the locomotive and subsequently, the remaining ten must be propelled into the hopper line for unloading on the "Stop/Start" basis under the control of the unloading signals, w.e.f. 11.1.81 (6D)

Page 379

LEEDS WORTLEY JN. TO HARROGATE

Add:-

HARROGATE STATION

Stabling of Trains or Vehicles on the Through Road

- Trains may be stabled on the Through Road between signals 59 and 25.
- The following conditions must be observed :-
 - During darkness, fog or falling snow, lamps exhibiting red lights must be placed on the outer ends of the stabled vehicles.
 - When a movement is required to enter the line towards the stabled vehicles for any purpose, the Driver must be instructed to proceed forward cautiously.
- The person in charge of stabling is responsible for ensuring the above arrangements are implemented. (6D)

SECTION D – GENERAL INSTRUCTIONS AND NOTICES – continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) – continued

LOCAL INSTRUCTIONS – continued

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Page 368 **KELLINGLEY COLLIERY**
Amend first paragraph

Trains for Nos1 or 2 Group Sidings must be propelled. (6D)

LEEDS TO SKIPTON STATION SOUTH LMR

Page 376 **LEEDS**

LEEDS STATION REGULATIONS FOR WORKING THE AUTOMATIC BRAKE
Delete item (6D)

MISCELLANEOUS NOTICES

HULL DAIRYCOATES C & W DEPOT

Remodelling of the track layout will take place each day between 08 00 and 16 00 hours. Cranes and mechanical equipment will be in use and staff should exercise great care when moving about the Depot.

MARK III SLEEPING CARS

On either side of the above vehicles a blue light may be exhibited, just below sole bar level, indicating that the toilet effluent tank is full. (6D)

SEACOW BALLAST HOPPER WAGONS

The maximum trailing weight of trains containing one or more Seacow wagons numbered in the range DB980000 – 980250 shall not exceed 640t., and over steeply graded routes shall be further restricted in accordance with the following table :-

Gradient	Maximum Trailing Weight – Tonnes
Steeper than 1 in 40 rising	448
1 in 40 to 1 in 47 rising	512
1 in 47 to 1 in 56 rising	576
Less than 1 in 56 rising	640

MP.32/NS

York

22 JANUARY, 1982

G. GRAHAM
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

With effect from 09 00 on Monday 7 February a 20m.p.h. P.S.R. will be imposed on the Down and Up Goods lines between Cudworth South Jn. and Royston Jn. (175m. 38ch. and 176m. 2ch.) (6D)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 7 FEBRUARY – BETWEEN GASCOIGNE WOOD AND SELBY – HARRYMORE LANE LEVEL CROSSING AT 2 MILES 78 CHAINS

Miniature Red/Green warning lights will be provided at the vehicular level crossing across the Down and Up Hull lines.

Telephonic communication will be provided between this level crossing and Thorpe Gates gate box. (9)

MONDAY 8 FEBRUARY AND UNTIL FURTHER NOTICE – HULL YARD •

Nos. 1–12 Sidings in No.3 Section will be secured out of use. Until further notice. (9)

DETAILS OF WORK ALREADY CARRIED OUT

TURNERS LANE JUNCTION

The connection from the Down Siding to the Down Goods Loop at Turners Lane Jn. has been secured out of use in the normal position pending removal.

Turners Lane ground frame has been abolished.

Wakefield Kirkgate East controlled ground position light signal 1254 (applying Down L & Y to Up Turners Lane Curve; to Up Goods Loop; or to Up L & Y) has had added a new route towards the Down Goods Loop with route indication "Y".

Down Siding ground position light signals 1252 and 1253 has been abolished.

The subsidiary signal on Down Goods Loop signal WE1255 applying towards Down Siding has been abolished. (8)

KNOTTINGLEY

Down Goods 4 aspect colour light signal K.419 has been repositioned 165 yards further from the signal box onto a new right-hand bracket post. (8)

WHELDALE COLLIERY (Castleford East Jn. to Allerton Main (Bowers Opencast))

The ground frame operated connection situated at approximately 6m. 04ch. has been secured out of use. (8)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN OAKENSHAW JN. AND CALDER BRIDGE JN.

Oakenshaw Jn. (L & Y)

A new Up Goole set-back ground position light signal (situated between the Down and Up Goole lines) has been provided immediately on Calder Bridge Junction side of the facing points - Up Goole to Up Goods (opposite the trap points in the Up Goods).

A 3-way stencil-type route indicator has been provided and the following indications now apply:-

Indication	Destination
"M"	Down Goole
"B"	Up Oakenshaw Branch
"S"	Down Siding

(7)

BETWEEN ARDSLEY TUNNEL AND WAKEFIELD WESTGATE

Down Doncaster 4-aspect signal No.223 and Up Doncaster 4-aspect signal No.220 (on the immediate approaches to the site of the former Lofthouse Ground Frame at 178½m.p.) have been converted to automatic signals.

(7)

**DONCASTER STATION - PLATFORM 1

Elevated shunting signal No.1481 applying Up Platform Loop (Platform 1) has been lowered 15 inches during the reconstruction of the platform canopy.

(6)

WAKEFIELD - GOOLE

With effect from 09 00 Monday 4 January a 15m.p.h. P.S.R. will apply on the Down between West Cowick L.C. and East Cowick L.C. (69m.p. and 70m. 17ch.)

(6D)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

* * Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

★ SECTIONAL APPENDIX SOUTHERN AREA BR.30015/1
DATED 6 FEBRUARY 1982

Owing to unforeseen circumstances, distribution of the above has been delayed and may not be in the hands of all those entitled to a copy by the operative date. Until copies are received, the present Appendix (dated 6 February 1978) must be retained. Although the Sectional Appendix alterations in the Periodical Operating Notice No.6 dated 6 February 1982 refer to the 1982 Appendix, all details such as alterations to permanent speed restrictions etc., are relevant to the 1978 Appendix although the page numbers given refer to the new Appendix.

ER SECTIONAL APPENDIX (NORTHERN AREA)

★ Pages 320-322

ELECTRICALLY OPERATED POINTS - WORKING BY CRANK HANDLE IN CASE OF FAILURE

★ Page 322

RAIL POINT CLAMP LOCKS

The above two items are shown to be deleted on page 38 of Periodical Operating Notice ND.6D. These items however still apply and should **not** be deleted. (14D)

MP.32/NS

York
28 JANUARY, 1982

G. GRAHAM
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.



Shupley

NS

EASTERN REGION

7

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 13 FEBRUARY

TO

FRIDAY 19 FEBRUARY 1982

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN GASCOIGNE WOOD AND SELBY – HARRYMORE LANE LEVEL CROSSING AT 2 MILES 78 CHAINS

Miniature Red/Green warning lights have been provided at the vehicular level crossing across the Down and Up Hull lines.

Telephonic communication has been provided between this level crossing and Thorpe Gates gate box. (9)

HULL YARD

Nos. 1–12 Sidings in No.3 Section have been secured out of use. Until further notice. (9)

TURNERS LANE JUNCTION

The connection from the Down Siding to the Down Goods Loop at Turners Lane Jn. has been secured out of use in the normal position pending removal.

Turners Lane ground frame has been abolished.

Wakefield Kirkgate East controlled ground position light signal 1254 (applying Down L & Y to Up Turners Lane Curve; to Up Goods Loop; or to Up L & Y) has had added a new route towards the Down Goods Loop with route indication "Y".

Down Siding ground position light signals 1252 and 1253 has been abolished.

The subsidiary signal on Down Goods Loop signal WE1255 applying towards Down Siding has been abolished. (8)

KNOTTINGLEY

Down Goole 4 aspect colour light signal K.419 has been repositioned 165 yards further from the signal box onto a new right-hand bracket post. (8)

WHELDALE COLLIERY (Castleford East Jn. to Allerton Main (Bowers Opencast))

The ground frame operated connection situated at approximately 6m. 04ch. has been secured out of use. (8)

DETAILS OF WORK ALREADY CARRIED OUT - continued

** BETWEEN OAKENSHAW JN. AND CALDER BRIDGE JN.

Oakenshaw Jn. (L & Y)

A new Up Goole set-back ground position light signal (situated between the Down and Up Goole lines) has been provided immediately on Calder Bridge Junction side of the facing points - Up Goole to Up Goods (opposite the trap points in the Up Goods).

A 3-way stencil-type route indicator has been provided and the following indications now apply:-

Indication	Destination
"M"	Down Goole
"B"	Up Oakenshaw Branch
"S"	Down Siding

(7)

** BETWEEN ARDSLEY TUNNEL AND WAKEFIELD WESTGATE

Down Doncaster 4-aspect signal No.223 and Up Doncaster 4-aspect signal No.220 (on the immediate approaches to the site of the former Lofthouse Ground Frame at 178½m.p.) have been converted to automatic signals.

(7)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** BETWEEN OAKENSHAW JN. AND CALDER BRIDGE JN.

Oakenshaw Jn. (L & Y)

A new Up Goole set-back ground position light signal (situated between the Down and Up Goole lines) has been provided immediately on Calder Bridge Junction side of the facing points - Up Goole to Up Goods (opposite the trap points in the Up Goods).

A 3-way stencil-type route indicator has been provided and the following indications now apply:-

Indication	Destination	
"M"	Down Goole	
"B"	Up Oakenshaw Branch	
"S"	Down Siding	(7)

** BETWEEN ARDSLEY TUNNEL AND WAKEFIELD WESTGATE

Down Doncaster 4-aspect signal No.223 and Up Doncaster 4-aspect signal No.220 (on the immediate approaches to the site of the former Lofthouse Ground Frame at 178½m.p.) have been converted to automatic signals. (7)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	

Page 132

ALDWARKE NORTH JN. (MID) TO BURTON SALMON
Between Hickleton and Moorthorpe South

★

Add :-

60 14m. 20ch. and
14m. 40ch.

(w.e.f. 09 00 Monday 15 February) (14D)

OTHER GENERAL INSTRUCTIONS

Pages 320-322

ELECTRICALLY OPERATED POINTS - WORKING BY CRANK HANDLE IN CASE OF FAILURE

Page 322

RAIL POINT CLAMP LOCKS

The above two items are shown to be deleted on page 38 of Periodical Operating Notice ND.6D. These items however still apply and should **not** be deleted. (14D)

MISCELLANEOUS NOTICES

★ DARTON STATION

From 07 30 to 17 00 daily, drivers of trains stopping at Darton Station to observe instructions of handsignalman and/or warning notices during repairs to Platform Surface. From Sunday 14 February.

★ SHIPLEY STATION

From 07 30 to 17 00 daily, drivers of trains stopping at No.3 Platform, Shipley Station, to observe instructions of handsignalman and/or warning notices during raising and resurfacing of Platform area. From Sunday 14 February.

MP.32/NS

York
5 FEBRUARY, 1982

G. GRAHAM
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN GASCOIGNE WOOD AND SELBY – HARRYMORE LANE LEVEL CROSSING AT 2 MILES 78 CHAINS

Miniature Red/Green warning lights have been provided at the vehicular level crossing across the Down and Up Hull lines.

Telephonic communication has been provided between this level crossing and Thorpe Gates gate box. (9)

HULL YARD

Nos. 1-12 Sidings in No.3 Section have been secured out of use. Until further notice. (9)

**** TURNERS LANE JUNCTION**

The connection from the Down Siding to the Down Goods Loop at Turners Lane Jn. has been secured out of use in the normal position pending removal.

Turners Lane ground frame has been abolished.

Wakefield Kirkgate East controlled ground position light signal 1254 (applying Down L & Y to Up Turners Lane Curve; to Up Goods Loop; or to Up L & Y) has had added a new route towards the Down Goods Loop with route indication "Y".

Down Siding ground position light signals 1252 and 1253 has been abolished.

The subsidiary signal on Down Goods Loop signal WE1255 applying towards Down Siding has been abolished. (8)

**** KNOTTINGLEY**

Down Goole 4 aspect colour light signal K.419 has been repositioned 165 yards further from the signal box onto a new right-hand bracket post. (8)

**** WHELDALE COLLIERY (Castleford East Jn. to Allerton Main (Bowers Opencast))**

The ground frame operated connection situated at approximately 6m. 04ch. has been secured out of use. (8)

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

**
* Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 132						
ALDWARKE NORTH JN. (MID) TO BURTON SALMON						
Between Hickleton and Moorthorpe South						
Add :—						
				60	14m. 20ch. and	
					14m. 40ch.	

(14D)

OTHER GENERAL INSTRUCTIONS

Pages 320-322

ELECTRICALLY OPERATED POINTS - WORKING BY CRANK HANDLE IN CASE OF FAILURE

Page 322

RAIL POINT CLAMP LOCKS

The above two items are shown to be deleted on page 38 of Periodical Operating Notice ND.6D. These items however still apply and should not be deleted. (14D)

MISCELLANEOUS NOTICES

DARTON STATION

From 07 30 to 17 00 daily, drivers of trains stopping at Darton Station to observe instructions of handsignalman and/or warning notices during repairs to Platform Surface.

SHIPLEY STATION

From 07 30 to 17 00 daily, drivers of trains stopping at No.3 Platform, Shipley Station, to observe instructions of handsignalman and/or warning notices during raising and resurfacing of Platform area.

MP.32/NS

G. GRAHAM
Chief Operating ManagerYork
12 FEBRUARY, 1982

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 28 FEBRUARY – GOOSE HILL JUNCTION – LOCKES SIDING – WAKEFIELD KIRKGATE EAST

Lockes Siding signal box, together with signals worked therefrom (except LS33 for which see below) will be abolished. All points will be secured out of use in the normal position pending removal. The Down Branch Goods between Lockes Siding and Goose Hill Junction will be secured out of use pending removal.

New and altered colour light signalling will be commissioned. Reference should be made to the diagram included in this notice. (+ Numbers of semaphore signals are shown for reference purposes only).

The **Track Circuit Block Regulations** will apply between Wakefield Kirkgate East and Goose Hill Junction.

Goose Hill Junction Semaphore Signals Abolished

Down Branch Goods to Down Slow

Down L & Y Inner and Outer Distant

Alterations to Existing Signalling GJ = Goose Hill Junction, WE = Wakefield Kirkgate East.

Former Lockes Siding Up L & Y 4-aspect signal LS33 will be replated as an automatic signal WE1262 (signal-post telephone transferred to Wakefield Kirkgate East).

The RED aspect will be brought into use on the Up L & Y Distant signal WE1260 which will be plated as a controlled signal. A signal-post telephone will be provided.

Wakefield Kirkgate East Down L & Y signal WE1259 will be converted to an automatic signal and replated GJ1259 (signal-post telephone transferred to Goose Hill Junction).

Down L & Y signal **WE1257** will now function as a 4-aspect signal.

Description of New Signals

Signal	Line	Aspect	Application to or toward
GJ1261 (automatic)	Down L & Y	Main	GJ4.
GJ4	Down L & Y	Main	Down Slow GJ2 +.
GJ51	Up L & Y	Main	WE1262.

The automatic warning system will be brought into use on all running signals. (12)

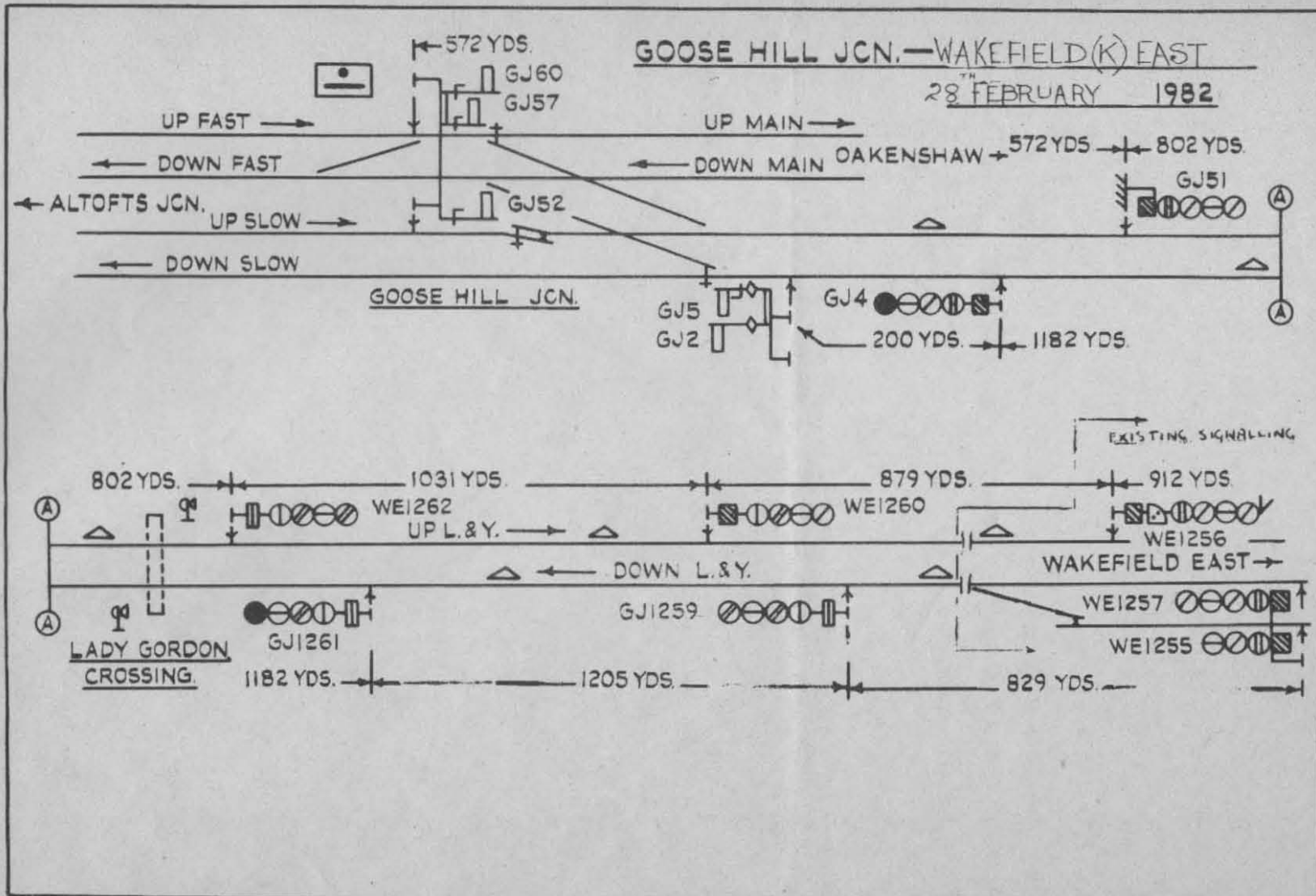
MONDAY 1 MARCH – CUTSYKE JUNCTION

Arrival line ground position light signal 1029 and Departure line signal 1027 will be abolished. (12)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN BRADLEY JUNCTION AND HUDDERSFIELD

The catch points in the Up Main at 27m. 60ch. 850yards before reaching the Huddersfield HU646 signal have been removed and plain line installed. (New Item) (12)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**** BETWEEN GASCOIGNE WOOD AND SELBY - HARRYMORE LANE LEVEL CROSSING AT 2 MILES 78 CHAINS**

Miniature Red/Green warning lights have been provided at the vehicular level crossing across the Down and Up Hull lines.

Telephonic communication has been provided between this level crossing and Thorpe Gates gate box. (9)

**** HULL YARD**

Nos. 1-12 Sidings in No.3 Section have been secured out of use. Until further notice. (9)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned.

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
Page 99 (Page 55 Supp. Optg. Insts.)						
DIGGLE JN. LMR TO HEALEY MILLS HEATON LODGE JN.						
Between Huddersfield North and South Tunnels and Huddersfield						
★	Amend :-			15	15	All lines 25m. 49ch. and 25m. 74ch. (w.e.f. 09 00 Monday 1 March)
Page 100 (Page 56 Supp. Optg. Insts.)						
At Signals HU77/73						
★	Delete :-			55	55	25m. 75ch. and 26m. 6ch.
★	Add :-			40	40	25m. 74ch. and 26m. 3ch. including Main line connections. (w.e.f. 09 00 Monday 1 March) (14D)
Page 132						
ALDWARKE NORTH JN. (MID) TO BURTON SALMON						
Between Hickleton and Moorthorpe South						
	Add :-			60	14m. 20ch. and 14m. 40ch.	(14D)

OTHER GENERAL INSTRUCTIONS

Pages 320-322

ELECTRICALLY OPERATED POINTS - WORKING BY CRANK HANDLE IN CASE OF FAILURE

Page 322

RAIL POINT CLAMP LOCKS

The above two items are shown to be deleted on page 38 of Periodical Operating Notice ND.6D. These items however still apply and should not be deleted. (14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES

MISCELLANEOUS NOTICES

★ ** LOOSE LEAF SUPPLEMENTS

Issue No.7 to Rule Book - BR87109/30.

Issue No.1 to General Appendix - BR29944/27.

Issue No.1 to Signalmen's General Instructions - BR30062/8.

The above mentioned loose-leaf Supplements have now been dispatched from the Printers.

The revised instructions contained in the Supplements will come into operation on Saturday 3 April.

Any member of the staff who has been issued with a Rule Book, General Appendix and/or Signalmen's General Instructions must advise his Supervisor if he does not receive the respective Supplement by 13 March, 1982.

DARTON STATION

From 07 30 to 17 00 daily, drivers of trains stopping at Darton Station to observe instructions of handsignalman and/or warning notices during repairs to Platform Surface.

SHIPLEY STATION

From 07 30 to 17 00 daily, drivers of trains stopping at No.3 Platform, Shipley Station, to observe instructions of handsignalman and/or warning notices during raising and resurfacing of Platform area.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
19 FEBRUARY, 1982

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 7 MARCH – FERRYBRIDGE (BETWEEN MOORTHORPE STATION JUNCTION AND PONTEFRACT BAGHILL)

Down Main 3-aspect automatic signal F605 (at approximately 5 m.p.) will be repositioned 40 yards further South. (13)

MONDAY 8 MARCH – HARROGATE

Nos. 54 and 57 Sidings will be secured out of use. (13)

DETAILS OF WORK ALREADY CARRIED OUT

GOOSE HILL JUNCTION – LOCKES SIDING – WAKEFIELD KIRKGATE EAST

Lockes Siding signal box, together with signals worked therefrom (except LS33 for which see below) has been abolished. All points have been secured out of use in the normal position pending removal. The Down Branch Goods between Lockes Siding and Goose Hill Junction has been secured out of use pending removal.

New and altered colour light signalling has been commissioned. Reference should be made to the diagram included in this notice. (+ Numbers of semaphore signals are shown for reference purposes only).

The Track Circuit Block Regulations now apply between Wakefield Kirkgate East and Goose Hill Junction.

Goose Hill Junction Semaphore Signals Abolished

Down Branch Goods to Down Slow

Down L & Y Inner and Outer Distant

Alterations to Existing Signalling GJ = Goose Hill Junction, WE = Wakefield Kirkgate East.

Former Lockes Siding Up L & Y 4-aspect signal LS33 has been replated as an automatic signal WE1262 (signal-post telephone transferred to Wakefield Kirkgate East).

The RED aspect has been brought into use on the Up L & Y Distant signal WE1260 which has been plated as a controlled signal. A signal-post telephone has been provided.

Wakefield Kirkgate East Down L & Y signal WE1259 has been converted to an automatic signal and replated GJ1259 (signal-post telephone transferred to Goose Hill Junction).

Down L & Y signal WE1257 now functions as a 4-aspect signal.

Description of New Signals

Signal	Line	Aspect	Application to or towards
GJ1261 (automatic)	Down L & Y	Main	GJ4.
GJ4	Down L & Y	Main	Down Slow GJ2 +.
GJ51	Up L & Y	Main	WE1262.

The automatic warning system has been brought into use on all running signals. (12)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

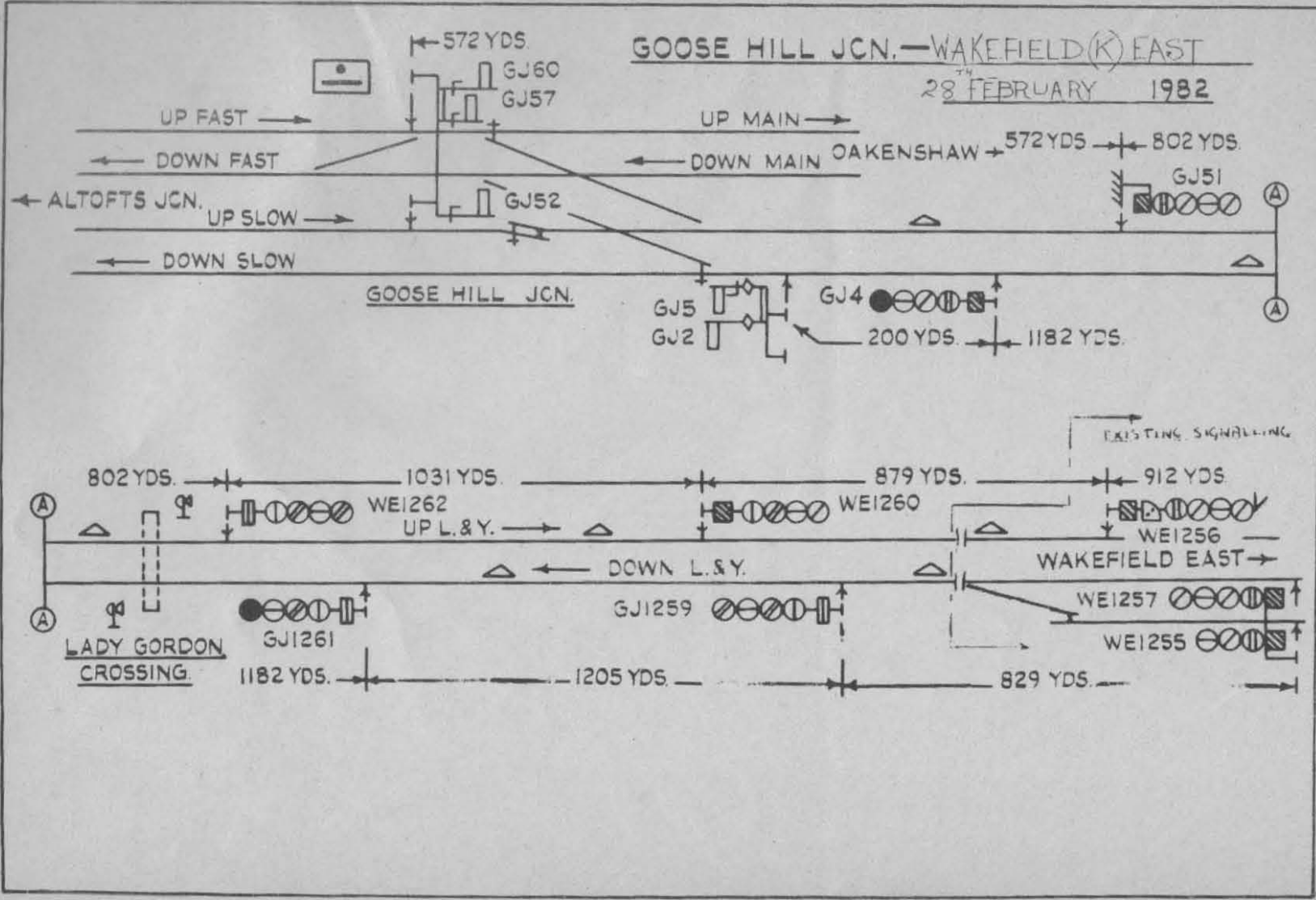
DETAILS OF WORK ALREADY CARRIED OUT - continued

CUTSYKE JUNCTION

Arrival line ground position light signal 1029 and Departure line signal 1027 have been abolished.
(12)

BETWEEN BRADLEY JUNCTION AND HUDDERSFIELD

The catch points in the Up Main at 27m. 60ch. 850yards before reaching the Huddersfield HU646 signal have been removed and plain line installed.
(12)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
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Page 99 (Page 55 Supp. Optg. Insts.)						
DIGGLE JN. LMR TO HEALEY MILLS HEATON LODGE JN.						
Between Huddersfield North and South Tunnels and Huddersfield						
Amend :-				15	15	All lines 25m. 49ch. and 25m. 74ch.
Page 100 (Page 56 Supp. Optg. Insts.)						
At Signals HU77/73						
Delete :-				55	55	25m. 75ch. and 26m. 6ch.
Add :-				40	40	25m. 74ch. and 26m. 3ch. including Main line connections. (14D)
Page 132						
ALDWARKE NORTH JN. (MID) TO BURTON SALMON						
Between Hickleton and Moorthorpe South						
Add :-				60	14m. 20ch. and 14m. 40ch.	(14D)

OTHER GENERAL INSTRUCTIONS

Pages 320-322

ELECTRICALLY OPERATED POINTS - WORKING BY CRANK HANDLE IN CASE OF FAILURE

Page 322

RAIL POINT CLAMP LOCKS

The above two items are shown to be deleted on page 38 of Periodical Operating Notice ND.6D. These items however still apply and should **not** be deleted. (14D)

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B**MONDAY 15 MARCH – PRINCE OF WALES COLLIERY**

An additional Special Loading Control ("Toton") signal will be provided on the Bunker line situated 40 yards on the signal box side of existing "Toton" signal "A". (14)

TUESDAY 16 MARCH – CASTLEFORD EAST BRANCH (HICKSON AND WELCH)

The Castleford East Branch, and the extension of the Ledston Branch leading towards it, will be taken out of use pending removal.

The Castleford East Ground Frame and the associated signalling will be abolished. (14)

DETAILS OF WORK ALREADY CARRIED OUT**FERRYBRIDGE (BETWEEN MOORTHORPE STATION JUNCTION AND PONTEFRACT BAGHILL)**

Down Main 3-aspect automatic signal F605 (at approximately 5 m.p.) has been repositioned 40 yards further South. (13)

HARROGATE

Nos.54 and 57 Sidings have been secured out of use. (13)

GOOSE HILL JUNCTION – LOCKES SIDING – WAKEFIELD KIRKGATE EAST

Lockes Siding signal box, together with signals worked therefrom (except LS33 for which see below) has been abolished. All points have been secured out of use in the normal position pending removal. The Down Branch Goods between Lockes Siding and Goose Hill Junction has been secured out of use pending removal.

New and altered colour light signalling has been commissioned. Reference should be made to the diagram included in this notice. († Numbers of semaphore signals are shown for reference purposes only).

The **Track Circuit Block Regulations** now apply between Wakefield Kirkgate East and Goose Hill Junction.

Goose Hill Junction Semaphore Signals Abolished

Down Branch Goods to Down Slow

Down L & Y Inner and Outer Distant

Alterations to Existing Signalling GJ = Goose Hill Junction, WE = Wakefield Kirkgate East.

Former Lockes Siding Up L & Y 4-aspect signal LS33 has been replated as an automatic signal WE1262 (signal-post telephone transferred to Wakefield Kirkgate East).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****GOOSE HILL JUNCTION - LOCKES SIDING - WAKEFIELD KIRKGATE EAST - continued**

The RED aspect has been brought into use on the Up L & Y Distant signal WE1260 which has been plated as a controlled signal. A signal-post telephone has been provided.

Wakefield Kirkgate East Down L & Y signal WE1259 has been converted to an automatic signal and replated GJ1259 (signal-post telephone transferred to Goose Hill Junction).

Down L & Y signal WE1257 now functions as a 4-aspect signal.

Description of New Signals

Signal	Line	Aspect	Application to or towards
GJ1261 (automatic)	Down L & Y	Main	GJ4.
GJ4	Down L & Y	Main	Down Slow GJ2 t.
GJ51	Up L & Y	Main	WE1262.

The automatic warning system has been brought into use on all running signals.

(12)

CUTSYKE JUNCTION

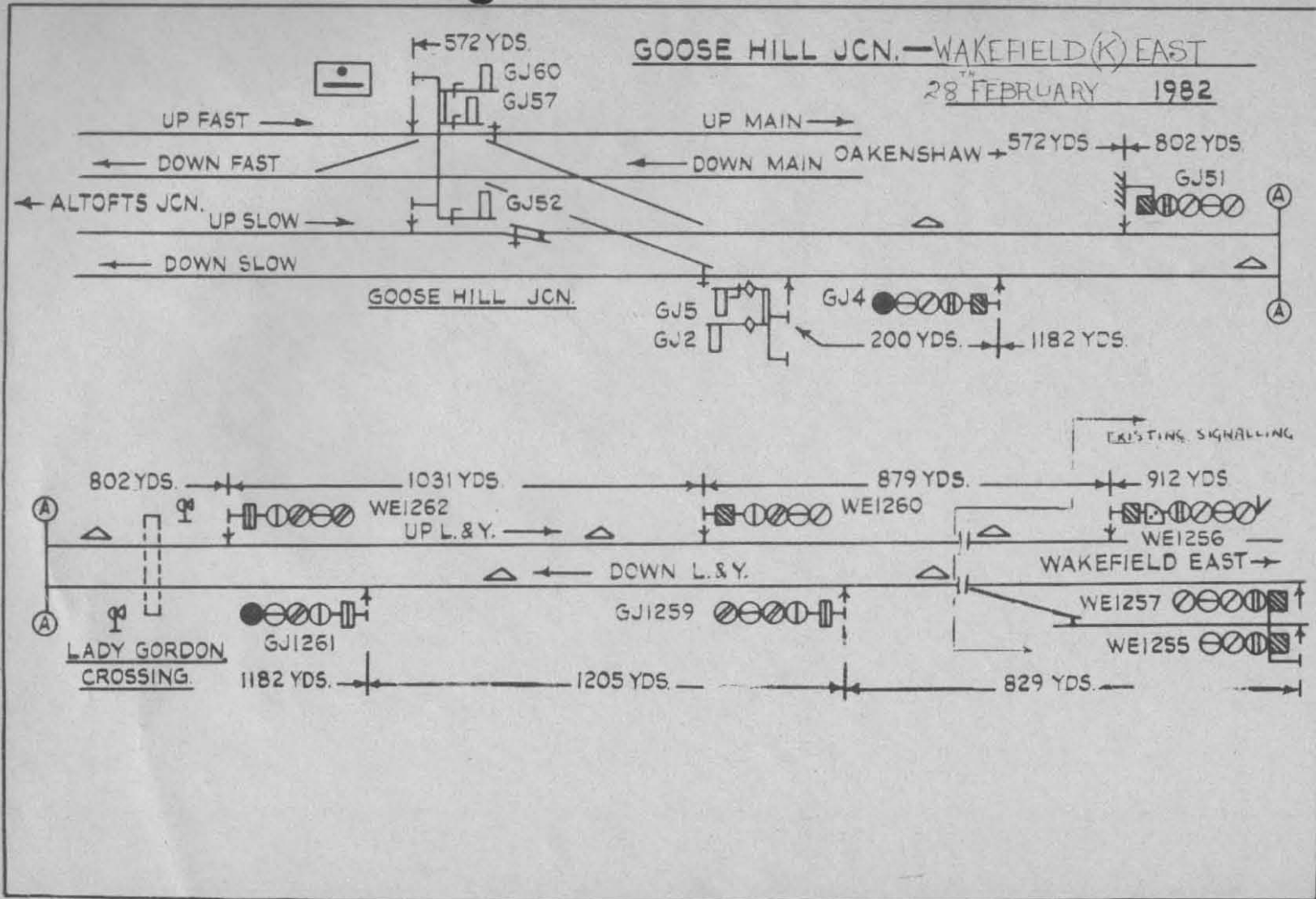
Arrival line ground position light signal 1029 and Departure line signal 1027 have been abolished.

(12)

BETWEEN BRADLEY JUNCTION AND HUDDERSFIELD

The catch points in the Up Main at 27m. 60ch. 850yards before reaching the Huddersfield HU646 signal have been removed and plain line installed.

(12)



SECTION C — SIGNALLING AND PERMANENT WAY ALTERATIONS — continued
DETAILS OF WORK ALREADY CARRIED OUT — continued

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

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* Items marked thus will not appear in future issues and a note must be taken of them by all concerned

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

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Page 99 (Page 55 Supp. Optg. Insts.)						
DIGGLE JN. LMR TO HEALEY MILLS HEATON LODGE JN.						
Between Huddersfield North and South Tunnels and Huddersfield						
Amend:—				15	15	All lines 25m. 49ch. and 25m. 74ch.
Page 100 (Page 56 Supp. Optg. Insts.)						
At Signals HU77/73						
Delete:—				55	55	25m. 75ch. and 26m. 6ch.
Add:—				40	40	25m. 74ch. and 26m. 3ch. including Main line connections. (14D)
Page 132						
ALDWARKE NORTH JN. (MID) TO BURTON SALMON						
Between Hickleton and Moorthorpe South						
Add:—				60	14m. 20ch. and 14m. 40ch.	(14D)

OTHER GENERAL INSTRUCTIONS

Pages 320-322

ELECTRICALLY OPERATED POINTS — WORKING BY CRANK HANDLE IN CASE OF FAILURE

Page 322

RAIL POINT CLAMP LOCKS

The above two items are shown to be deleted on page 38 of Periodical Operating Notice ND.6D. These items however still apply and should not be deleted. (14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

★ SUPPLEMENT TO GENERAL APPENDIX 3 APRIL 1982

Owing to a printing error, 6 sheets of the Supplement to the General Appendix have to be reprinted to re-arrange the combination of pages.

The pages to be replaced are:

Front page (showing list of re-issued pages), 4.1/4.2, 4.31/6.1, 6.2/6.15, 6.16/7.1, 7.2/7.3, 7.4/7.5 and 7.6/7.7.

The new pages will be numbered:

Front page, 4.1/4.2, 4.31 single side only, 6.1/6.2, 6.15/6.16, 7.1/7.2, 7.3/7.4, 7.5/7.6 and 7.7 single side only.

Any member of the staff issued with the new General Appendix Supplement, must advise his Supervisor if he does not receive the re-arranged pages by Saturday, 27 March. (13)

DARTON STATION

From 07 30 to 17 00 daily, drivers of trains stopping at Darton Station to observe instructions of handsignalman and/or warning notices during repairs to Platform Surface.

SHIPLEY STATION

From 07 30 to 17 00 daily, drivers of trains stopping at No.3 Platform, Shipley Station, to observe instructions of handsignalman and/or warning notices during raising and resurfacing of Platform area.

York
5 MARCH, 1982

MP.32/NS

G. GRAHAM
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 21 MARCH – WAKEFIELD WEST**

The trailing crossover between the Down Through and Up Slow lines will be secured out of use in the normal position pending removal.

Signals abolished:—

Ground disc – Up Slow to Down Platform or to Down Through.

Ground position light (No.92) – Down Through to Up Slow or to Up Branch.

Down Platform 3-aspect Starting signal (No.WW91) to Up Slow or to Up Branch will be maintained at Red.
(15/16)

MONDAY 22 MARCH – HULL – NEPTUNE STREET

Commencing 08 00 hours, Neptune Street Up Sidings and Weighbridge line will be secured out of use pending removal.
(15/16)

DETAILS OF WORK ALREADY CARRIED OUT**** GOOSE HILL JUNCTION – LOCKES SIDING – WAKEFIELD KIRKGATE EAST**

Lockes Siding signal box, together with signals worked therefrom (except LS33 for which see below) has been abolished. All points have been secured out of use in the normal position pending removal. The Down Branch Goods between Lockes Siding and Goose Hill Junction has been secured out of use pending removal.

New and altered colour light signalling has been commissioned. Reference should be made to the diagram included in this notice. († Numbers of semaphore signals are shown for reference purposes only)

The Track Circuit Block Regulations now apply between Wakefield Kirkgate East and Goose Hill Junction.

Goose Hill Junction Semaphore Signals Abolished

Down Branch Goods to Down Slow

Down L & Y Inner and Outer Distant

Alterations to Existing Signalling GJ = Goose Hill Junction, WE = Wakefield Kirkgate East.

Former Lockes Siding Up L & Y 4-aspect signal LS33 has been replated as an automatic signal WE1262 (signal-post telephone transferred to Wakefield Kirkgate East).

The RED aspect has been brought into use on the Up L & Y Distant signal WE1260 which has been plated as a controlled signal. A signal-post telephone has been provided.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** GOOSE HILL JUNCTION - LOCKES SIDING - WAKEFIELD KIRKGATE EAST - continued

Wakefield Kirkgate East Down L & Y signal WE1259 has been converted to an automatic signal and replaced GJ1259 (signal-post telephone transferred to Goose Hill Junction).

Down L & Y signal WE1257 now functions as a 4-aspect signal.

Description of New Signals

Signal	Line	Aspect	Application to or towards
GJ1261 (automatic)	Down L & Y	Main	GJ4.
GJ4	Down L & Y	Main	Down Slow GJ2 †.
GJ51	Up L & Y	Main	WE1262.

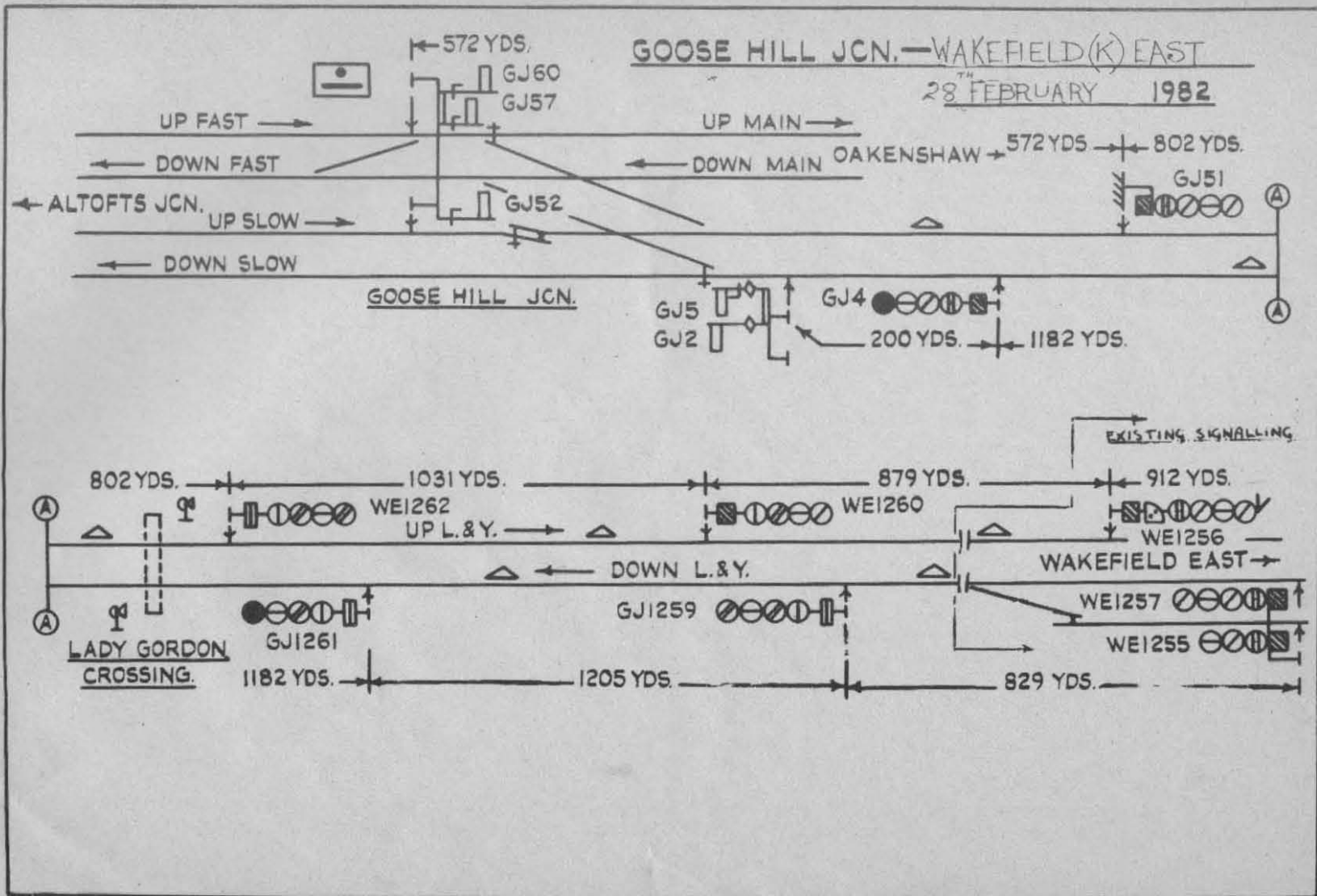
The automatic warning system has been brought into use on all running signals.

** CUTSYKE JUNCTION

Arrival line ground position light signal 1029 and Departure line signal 1027 have been abolished.

** BETWEEN BRADLEY JUNCTION AND HUDDERSFIELD

The catch points in the Up Main at 27m. 60ch. 850yards before reaching the Huddersfield HU646 signal have been removed and plain line installed.



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

FERRYBRIDGE (BETWEEN MOORTHORPE STATION JUNCTION AND PONTEFRACT BAGHILL)

Down Main 3-aspect automatic signal F605 (at approximately 5 m.p.) has been repositioned 40 yards further South. (13)

HARROGATE

Nos.54 and 57 Sidings have been secured out of use. (13)

PRINCE OF WALES COLLIERY

An additional Special Loading Control ("Toton") signal will be provided on the Bunker line situated 40 yards on the signal box side of existing "Toton" signal "A". (14)

CASTLEFORD EAST BRANCH (HICKSON AND WELCH)

The Castleford East Branch, and the extension of the Ledston Branch leading towards it, have been taken out of use pending removal.

The Castleford East Ground Frame and the associated signalling have been abolished. (14)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

★ Denotes new or amended item

**
* Items marked thus will not appear in future issues and a note must be taken of them by all concerned

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE 'A'

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 99 (Page 55 Supp. Optg. Insts.)						
DIGGLE JN. LMR TO HEALEY MILLS HEATON LODGE JN.						
Between Huddersfield North and South Tunnels and Huddersfield						
Amend:—				15	15	All lines 25m. 49ch. and 25m. 74ch.
Page 100 (Page 56 Supp. Optg. Insts.)						
At Signals HU77/73						
Delete:—				55	55	25m. 75ch. and 26m. 6ch.
Add:—				40	40	25m. 74ch. and 26m. 3ch. including Main line connections. (14D)
Page 132						
ALDWARKE NORTH JN. (MID) TO BURTON SALMON						
Between Hickleton and Moorthorpe South						
Add:—				60	14m. 20ch. and 14m. 40ch.	(14D)

OTHER GENERAL INSTRUCTIONS

Pages 320-322

ELECTRICALLY OPERATED POINTS - WORKING BY CRANK HANDLE IN CASE OF FAILURE

Page 322

RAIL POINT CLAMP LOCKS

The above two items are shown to be deleted on page 38 of Periodical Operating Notice ND.6D. These items however still apply and should not be deleted. (14D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

SUPPLEMENT TO GENERAL APPENDIX 3 APRIL 1982

Owing to a printing error, 6 sheets of the Supplement to the General Appendix have to be reprinted to re-arrange the combination of pages.

The pages to be replaced are:

Front page (showing list of re-issued pages), 4.1/4.2, 4.31/6.1, 6.2/6.15, 6.16/7.1, 7.2/7.3, 7.4/7.5 and 7.6/7.7.

The new pages will be numbered:

Front page, 4.1/4.2, 4.31 single side only, 6.1/6.2, 6.15/6.16, 7.1/7.2, 7.3/7.4, 7.5/7.6 and 7.7 single side only.

Any member of the staff issued with the new General Appendix Supplement, must advise his Supervisor if he does not receive the re-arranged pages by Saturday, 27 March. (13)

DARTON STATION

From 07 30 to 17 00 daily, drivers of trains stopping at Darton Station to observe instructions of handsignalman and/or warning notices during repairs to Platform Surface.

SHIPLEY STATION

From 07 30 to 17 00 daily, drivers of trains stopping at No.3 Platform, Shipley Station, to observe instructions of handsignalman and/or warning notices during raising and resurfacing of Platform area.

★ PONTEFRAC T MONKHILL STATION

Commencing Sunday 21 March until further notice. From 07 30 to 17 00 daily, drivers of trains stopping in the up platform to observe instructions of Hand Signalman and/or warning notices during raising and shortening of platform area.

York
12 MARCH, 1982

MP.32/NS

G. GRAHAM
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.



NS

EASTERN REGION

13

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 27 MARCH

TO

FRIDAY 2 APRIL 1982

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 28 MARCH – WAKEFIELD WEST

The theatre-type route indicator on the Wakefield West, Wakefield Kirkgate Station Down (No.1) platform line starting signal W W 91, will be fixed on a right hand bracket adjacent to the Red aspect of this signal. (16)

SUNDAY 28 MARCH – CHURCH FENTON

The trailing points in the Up Leeds line between 10 $\frac{3}{4}$ m.p. and 11m.p. (No.3 Platform/Up Leeds) will become operative from Church Fenton signalbox.

A new ground position light signal plated 5271 situated between the Down and Up Leeds lines, 10 yards from the above mentioned points, will be brought into use. This signal will apply – set back – Up Leeds to No.3 Platform line 727 signal.

The ground position light signal No. 715 – applying set back – Down Leeds towards No.3 Platform line 720 signal, will now also apply Down Leeds towards Up Leeds 718 signal. (16)

DETAILS OF WORK ALREADY CARRIED OUT

WAKEFIELD WEST

The trailing crossover between the Down Through and Up Slow lines has been secured out of use in the normal position pending removal.

Signals abolished:-

Ground disc – Up Slow to Down Platform or to Down Through.

Ground position light (No.92) – Down Through to Up Slow or to Up Branch.

Down Platform 3-aspect Starting signal (No.WW91) to Up Slow or to Up Branch will be maintained at Red. (15)

HULL – NEPTUNE STREET

Neptune Street Up Sidings and Weighbridge line has been secured out of use pending removal. (15)

**** FERRYBRIDGE (BETWEEN MOORTHORPE STATION JUNCTION AND PONTEFRACT BAGHILL)**

Down Main 3-aspect automatic signal F605 (at approximately 5 m.p.) has been repositioned 40 yards further South. (13)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note must be taken of them by all concerned

With effect from 09 00 Monday 5 April the 60 m.p.h. P.S.R. between Bolton-on-Dearne and Goldthorpe Colliery branch Jn. (15m. 30ch. and 15m. 10ch.) will apply between 16m. 31ch. and 15m. 10ch. (14D)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 4 APRIL – WAKEFIELD KIRKGATE EAST

The following points will be disconnected from the signal box until re-signalling is commissioned during week commencing Sunday 25 April and secured out of use in the normal position:-

Trailing crossover between the Down L&Y Main and Up L&Y Main.

Facing leads from Up L&Y Goods Loop to Up L&Y Main.

Facing lead from Up Siding to Up L&Y Main.

Points secured out of use in the Reverse Position:-

Facing points – Goods Yard/Down L&Y Goods Loop.

The following Associated Signals will be abolished:-

Miniature arm – Down L&Y Main to Up Platform.

Miniature arm – Up Siding to Up Platform.

Double disc – Up L&Y Main to Up Siding.

Up L&Y Main to Down L&Y Goods Loop or to Down L&Y Main.

Disc – Up Platform to Up L&Y Main.

Disc – Down Siding to Goods Yard.

Disc – (bottom of two) – Goods Yard to Down L&Y Goods Loop.

The line known as "Shunt Neck for Exchange Sidings" will be taken out of use pending removal.

SUNDAY 4 APRIL – WAKEFIELD WESTGATE

A new 3-aspect colour light signal plated L241 (applying to Down direction movements on the Up Doncaster) will be provided in the cess of the Up Doncaster line.

This signal will be maintained at RED until re-signalling is commissioned during week commencing Sunday 25 April. A subsidiary and theatre-type route indicator will be provided and the following indications will apply:-

Aspect	Route Indication	Application Toward
Subsidiary	"2"	Wakefield Westgate No.2 Platform line occupied.
Subsidiary	"1"	Wakefield Westgate No.1 Platform line occupied.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

HULL - DAIRYCOATES C & W DEPOT

The Outlet line at the East end of Dairycoates C & W Depot has been abolished. (New Item) (17)

WEAVERTHORPE

The trailing points Up Main/Up Siding have been secured out of use in the normal position pending removal of the points and Siding. (New Item) (17)

WAKEFIELD WEST

The theatre-type route indicator on the Wakefield West, Wakefield Kirkgate Station Down (no.1) platform line starting signal W W 91, has been fixed on a right hand bracket adjacent to the Red aspect of this signal. (16)

CHURCH FENTON

The trailing points in the Up Leeds line between 10 $\frac{3}{4}$ m.p. and 11m.p. (No.3 Platform/Up Leeds) have become operative from Church Fenton signalbox.

A new ground position light signal plated 5271 situated between the Down and Up Leeds lines, 10 yards from the above mentioned points, has been brought into use. This signal will now apply - set back - Up Leeds to No.3 Platform line 727 signal.

The ground position light signal No. 715 - applying set back - Down Leeds towards No.3 Platform line 720 signal, will now also apply Down Leeds towards Up Leeds 718 signal. (16)

WAKEFIELD WEST

The trailing crossover between the Down Through and Up Slow lines has been secured out of use in the normal position pending removal.

Signals abolished:-

Ground disc - Up Slow to Down Platform or to Down Through.

Ground position light (No.92) - Down Through to Up Slow or to Up Branch.

Down Platform 3-aspect Starting signal (No.WW91) to Up Slow or to Up Branch will be maintained at Red. (15)

HULL - NEPTUNE STREET

Neptune Street Up Sidings and Weighbridge line has been secured out of use pending removal. (15)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** PRINCE OF WALES COLLIERY

An additional Special Loading Control ("Toton") signal will be provided on the Bunker line situated 40 yards on the signal box side of existing "Toton" signal "A". (14)

** CASTLEFORD EAST BRANCH (HICKSON AND WELCH)

The Castleford East Branch, and the extension of the Ledston Branch leading towards it, have been taken out of use pending removal.

The Castleford East Ground Frame and the associated signalling have been abolished. (14)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items.

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned

MISCELLANEOUS NOTICES

SHIPLEY STATION

From 07 30 to 17 00 daily, drivers of trains stopping at No.3 Platform, Shipley Station, to observe instructions of handsignalman and/or warning notices during raising and resurfacing of Platform area.

PONTEFRACT MONKHILL STATION

Until further notice, from 07 30 to 17 00 daily, drivers of trains stopping in the up platform to observe instructions of Hand Signalman and/or warning notices during raising and shortening of platform area.

York
26 MARCH, 1982

MP.32/NS

G. GRAHAM
Chief Operating Manager

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.



NS

EASTERN REGION

15/16

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 10 APRIL

TO

FRIDAY 23 APRIL 1982

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 18 APRIL – WAKEFIELD KIRKGATE EAST

The siding known as 'Long Dock' in the Down Goods Yard will be taken out of use pending removal.

The trailing connections – Down Through/Down L & Y Main and Warehouse Line/Down L & Y Main will be secured out of use in the Normal position.

The following signals/signal routes will be taken out of use:—

Ground Disc Signals

Warehouse Line/Down L & Y Main.

Shunting Down L & Y Main/Warehouse Line.

The 4-aspect colour-light signal plated W.E. 149 applying Down Through to Down Goole; to Down L & Y Main or to Down Goods Loop will apply towards Down Goole line only.

A new trailing lead will be installed to connect from Down Platform to Down L & Y Main approximately 60 yards West of 48 m.p. and will be secured out of use in the normal position (but made available for hand pumping if required for movements from the Down Through/Down L & Y Main by handsignalman).

Between Wakefield Kirkgate West and Horbury Junction

The following signals/signal routes will be disconnected until new signalling is commissioned.

Up Fast

W.W.62 (Route to Up Fast only)

W.W.52

U.46

HJ.33/37

Down Fast

H.J.2

H.J.13 (Down Fast Route only)

D.45

D.46

WW.25

(18)

MONDAY 19 APRIL – HULL – NEPTUNE STREET

Neptune Street, Down Sidings will be secured out of use, pending removal.

(18)

DETAILS OF WORK ALREADY CARRIED OUT

WAKEFIELD KIRKGATE EAST

The following points have been disconnected from the signal box until re-signalling is commissioned during week commencing Sunday 25 April and secured out of use in the normal position:—

Trailing crossover between the Down L&Y Main and Up L&Y Main.

Facing leads from Up L&Y Goods Loop to Up L&Y Main.

Facing lead from Up Siding to Up L&Y Main.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note must be taken of them by all concerned

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 25 APRIL – WAKEFIELD KIRKGATE EAST – KIRKGATE WEST JUNCTION – WESTGATE SOUTH JUNCTION

Revised signalling will be commissioned and remodelling will take place at Wakefield Kirkgate.

Full details are shown in **Supplementary Notice of Signalling and Permanent Way Alterations No. 113** and all concerned should be in possession of a copy of this notice. (20)

MONDAY 26 APRIL – BEVERLEY STATION *

The trailing crossover between the Down and Up Main lines and the trailing connection – Up Main/Up Sidings will be secured out of use in the normal position pending removal.

The associated signalling will be abolished. (20)

DETAILS OF WORK ALREADY CARRIED OUT

WAKEFIELD WESTGATE

A new 3-aspect colour light signal plated L241 (applying to Down direction movements on the Up Doncaster) has been provided in the cess of the Up Doncaster line. (This replaces ground position light signal N.241).

This signal will be maintained at RED until re-signalling is commissioned during week commencing Sunday 9 May. A subsidiary and theatre-type route indicator has been provided and the following indications apply:—

Aspect	Route Indication	Application Toward
Subsidiary	"2"	Wakefield Westgate No.2 Platform line clear or occupied
Subsidiary	"1"	Wakefield Westgate No.1 Platform line clear or occupied

This is a temporary special arrangement until the resignalling is commissioned when the subsidiary signal applications will be to either No.1 or No.2 platform lines occupied only.

The route from L234 signal to L240 signal (Up platform) will only be available with a subsidiary aspect which will apply with the platform line either occupied or clear. This will apply until resignalling is commissioned during week commencing Sunday 9 May. (Amended item) (18)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

WAKEFIELD KIRKGATE EAST

The siding known as 'Long Dock' in the Down Goods Yard has been taken out of use pending removal.

The trailing connections – Down Through/Down L & Y Main and
Warehouse Line/Down L & Y Main
have been secured out of use in the Normal position.

the following signals/signal routes have been taken out of use:–

Ground Disc Signals

Warehouse Line/Down L & Y Main. |

Shunting Down L & Y Main/Warehouse Line. |

The 4-aspect colour-light signal plated W.E.149 applying Down Through to Down Goole; to Down L & Y Main or to Down Goods Loop will now apply towards Down Goole line only.

A new trailing lead has been installed to connect from Down Platform to Down L & Y Main approximate 60 yards West of 48m.p. and has been secured out of use in the normal position (but made available for hand pumping if required for movements from the Down Through/Down L & Y Main by hand signalman).

Between Wakefield Kirkgate West and Horbury Junction

The following signals/signal routes have been disconnected until new signalling is commissioned.

Up Fast

W.W.62 (Route to Up Fast only)

W.W.52

U.46

HJ.33/37

Down Fast

H.J.2

H.J.13 (Down Fast Route only)

D.45

D.46

WW.25

(18)

HULL – NEPTUNE STREET

Neptune Street, Down Sidings have been secured out of use, pending removal.

(18)

**** WAKEFIELD KIRKGATE EAST**

The following points have been disconnected from the signal box until re-signalling is commissioned during week commencing Sunday 25 April and secured out of use in the normal position:–

Trailing crossover between the Down L&Y Main and Up L&Y Main.

Facing leads from Up L&Y Goods Loop to Up L&Y Main.

Facing lead from Up Siding to Up L&Y Main.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** WAKEFIELD KIRKGATE EAST - continued

Points secured out of use in the Reverse Position:-
Facing points - Goods Yard/Down L&Y Goods Loop.

The following Associated Signals have been abolished:-
Miniature arm - Down L&Y Main to Up Platform.

Miniature arm - Up Siding to Up Platform.

Double disc - Up L&Y Main to Up Siding.
Up L&Y Main to Down L&Y Goods Loop or to Down L&Y Main.

Disc - Up Platform to Up L&Y Main.

Disc - Down Siding to Goods Yard.

Disc - (bottom of two) - Goods Yard to Down L&Y Goods Loop.

The line known as "Shunt Neck for Exchange Sidings" has been taken out of use pending removal.

** HULL - DAIRYCOATES C & W DEPOT

The Outlet line at the East end of Dairycoates C & W Depot has been abolished.

(17)

** WEAVERTHORPE

The trailing points Up Main/Up Siding have been secured out of use in the normal position pending removal of the points and Siding.

(17)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

****** *Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

RULE BOOK

Section H, Clause 4.4.2.

Add as final sentence:—

If two single cab locomotives are in multiple and the rearmost cab is fitted with an emergency brake valve, the Guard must ride in that cab. (23D)

GENERAL APPENDIX

Part 1 – Section 1

Pages 1.5 and 1.6

STANDARD CLASSIFICATION OF TRAINS

Page 1.6

Note 3-

Amend the first sentence of the second paragraph to:—

If a parcels or fully-fitted freight train is hauled by a single cab locomotive, or by two single cab locomotives in multiple and the driving cab of the rear-most locomotive is not equipped with an emergency brake valve a brakevan must be provided. (23D)

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

List of lines in the sequence used throughout the book

Page 16

Amend:—

Wakefield Westgate South Jn. to Wakefield Kirkgate West Jn. 89

Page 17

Amend:—

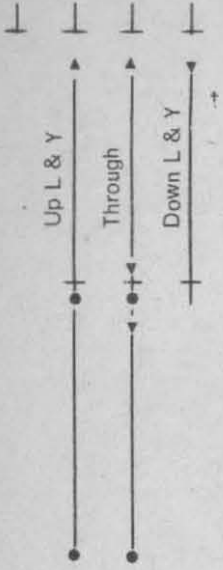
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN. AND BRANCHES

Wakefield Kirkgate West Jn. to Goole Potters Grange 123-128
(23D)

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
Page 89		WAKEFIELD WESTGATE SOUTH JN. TO WAKEFIELD KIRKGATE WEST					
		Delete heading and table and substitute :-					
		WAKEFIELD WESTGATE SOUTH JN. TO WAKEFIELD KIRKGATE WEST JN.		15	15	MAXIMUM PERMISSIBLE SPEED	
		Wakefield Westgate South Jn. (See page 85)	0.00				Controlled by Leeds box.
		Wakefield Kirkgate West Jn. (See page 93)	0.22				Controlled by Kirkgate box.
							(23D)



SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued
 TABLE A : DETAILS OF RUNNING LINES
 NS-26

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Pages 93 and 94 (Page 53 Suppl. Optg. Insts.) EASTWOOD LMR TO NORMANTON GOOSE HILL JN. Delete all details Wakefield (K) West inclusive to Goose Hill Jn. inclusive and substitute :- 							
		Wakefield Kirkgate West Jn.	47.38	10	10	All lines 47m. 38ch. and 48m. 5ch.	
		Wakefield Kirkgate	47.62				
	UGL 70 DGL 70	Wakefield Kirkgate	47.76	10		All lines to Calder Bridge line 47m. 68ch. and 48m. 15ch.	
		Turners Lane Jn. (See page 109)	48.33		15	To Calder Bridge line.	
				20		50m. 26ch. and 50m. 31ch.	
				20		To Slow line at 50m. 28ch.	
		Goose Hill Jn. (See page 112)	50.31				

† Permissive working for passenger trains authorised.

(23D)

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions			Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.	At or Between		
Page 123 (Page 68 Supp Optg Insts)								
WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.								
Delete heading and all details on this page and substitute :-								
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.								
WAKEFIELD KIRKGATE WEST AND ENGINE SHED JN.								
ENGINE SHED JN. AND POTTERS GRANGE JN.								
		Kirkgate West Jn.	47.38					
		Wakefield Kirkgate	47.62					
		Wakefield Kirkgate (K)	47.76		10	47m. 68ch. and 47m. 38ch.		
		Calder Bridge Jn. (See page 109)	48.32		15	To Turners Lane Curve line		
				40	40	48m. 56ch. and 49m. 0ch.		(23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE F - PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
Page 224 EASTWOOD LMR TO NORMANTON GOOSE HILL JN.		
Delete :-		
Wakefield West	Wakefield East	Down Platform 6 ECS Clear weather only.
Wakefield East	Wakefield West	Up Platform E.C.S.
Add :-		
Turners Lane Jn. Signal 1254	Wakefield Kirkgate Signal 1236	Up L & Y 12 S.L.U. Clear weather only.
Turners Lane Jn. Signal 1254	Wakefield Kirkgate Signal 1238	Up Kirkgate Goods Loop 12 S.L.U. Clear weather only.
Wakefield Kirkgate Signal 1236 or Signal 1238	Wakefield Kirkgate West Jn. rear of Signal 1217 or Signal 1219	No.2 Platform/ Up L & Y Slow/Up L & Y Fast 12 S.L.U. Clear weather only.
Wakefield Kirkgate West Jn. Signal 1217 or Signal 1219	Turners Lane Jn. rear of Signal 1254 via Signals 1229 or 1231	Down L & Y/ Through 12 S.L.U. Clear weather only.
Page 226 Amend heading		
WAKEFIELD KIRK GATE WEST JN. TO GOOLE POTTERS GRANGE JN.		
Delete :-		
Wakefield C.E.G.B.	Wakefield Kirkgate East	Up Goole 2 freight brakevans. (23D)

TABLE H.1 WORKING OF PARTIALLY FITTED AND UNFITTED TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Number of vehicles (SLU's) and special conditions
Page 241 (Page 120 Supp. Optg. Insts.)			
Amend heading:-			
WAKEFIELD KIRK GATE WEST JN. TO GOOLE POTTERS GRANGE JN.			(23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE H2 - WORKING OF PASSENGER VEHICLES WITHOUT A BRAKEVAN

From	To	Line	Maximum No. of vehicles and special conditions
Page 246			
DONCASTER MARSHGATE JN. TO LEEDS WEST JN.			
Delete heading and items.			(23D)

TABLE "J" - LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Type of train	Con- ditions	Remarks
Page 250				
Amend heading and item:- WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.				
Calder Bridge Jn.	Oakenshaw South Jn.	F	N	- (23D)

TABLE O - INSTRUCTIONS FOR WORKING DOWN INCLINES

From direction of	Proceeding towards	Points at which train must stop for A.W.B.	Points at which train must stop for brakes to be released
Page 256			
DONCASTER MARSHGATE JN. TO LEEDS WEST JN.			
Leeds	Wakefield Kirkgate	Signal L.214 (Ardsley)	Wakefield Kirkgate Signal 1255 Wakefield Kirkgate Signal 1257 or Down Goods Branch Starting Signal.
Page 257 (Page 124 Supp. Optg. Insts.)			
Amend heading and items:- WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.			
Oakenshaw Sth. Jn.	Calder Bridge Jn.	Viaduct No.205 Oakenshaw Sth. Jn. Branch facing points	Kirkgate Signals 1192/1194. Kirkgate Signals 1192/1194.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE W - SET BACK MOVEMENTS - EXEMPTION FROM RULE BOOK,
SECTION J. CLAUSE 4.1

Signal Box	Movement	See Special instructions on Page
Page 267 (Page 126 Supp. Optg Insts.)		
	Amend heading :- WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.	
	Amend first item Wakefield (K) East to Wakefield Kirkgate	

TABLE Z - LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
Page 270			
	Amend heading and item WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.		
Wakefield Kirkgate West Jn.	Goole Engine Shed Jn.	All Passenger lines	

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of work	Duration	Commencing Date
----------	----------------	----------	-----------------

NEVILLE HILL DEPOT

From Sunday, 25 April excavation work will be taking place in the sixfeet between one, two and three roads in the refuelling shed. Drivers alighting from engines in the shed must ensure they can do so safely.

MISCELLANEOUS NOTICES

BETWEEN SKELTON AND THIRSK : TEMPORARY SPEED RESTRICTIONS - DIRECTIONAL ARROW ON WARNING BOARDS

The Warning Board erected alongside the Down Fast line at 22m. 5ch. for the temporary speed restriction on the Down Slow line at 22m. 60ch. (see Section 'A') will also carry an experimental rectangular board coloured blue with a white arrow indicating that the Warning Board applies to the restriction on the line to which the train may be diverted.

Drivers and Traction Inspectors are invited to comment on this equipment.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 2 MAY - WHITLEY BRIDGE

The Down siding between Sudforth Lane and Whitley Bridge will be shortened by 1300 yards and the buffer stop will be re-sited at 61m. 71ch.

TUESDAY 4 MAY - CUTSYKE JN.

Signal CJ.1024 reading from Up Main to Castleford line will no longer display a Position 4 Junction Indicator.

DETAILS OF WORK ALREADY CARRIED OUT

WAKEFIELD WESTGATE

A new 3-aspect colour light signal plated L241 (applying to Down direction movements on the Up Doncaster) has been provided in the cess of the Up Doncaster line. (This replaces ground position light signal N.241).

This signal will be maintained at RED until re-signalling is commissioned during week commencing Sunday 9 May. A subsidiary and theatre-type route indicator has been provided and the following indications apply:-

Aspect	Route Indication	Application Toward
Subsidiary	"2"	Wakefield Westgate No.2 Platform line clear or occupied
Subsidiary	"1"	Wakefield Westgate No.1 Platform line clear or occupied

This is a temporary special arrangement until the resignalling is commissioned when the subsidiary signal applications will be to either No.1 or No.2 platform lines occupied only.

The route from L234 signal to L240 signal (Up platform) will only be available with a subsidiary aspect which will apply with the platform line either occupied or clear. This will apply until resignalling is commissioned during week commencing Sunday 9 May. (Amended item) (18)

WAKEFIELD KIRKGATE EAST

The siding known as 'Long Dock' in the Down Goods Yard has been taken out of use pending removal.

The trailing connections - Down Through/Down L & Y Main and Warehouse Line/Down L & Y Main have been secured out of use in the Normal position.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

WAKEFIELD KIRKGATE EAST - continued

the following signals/signal routes have been taken out of use:-

Ground Disc Signals

Warehouse Line/Down L & Y Main. |

Shunting Down L & Y Main/Warehouse Line. |

The 4-aspect colour-light signal plated W.E.149 applying Down Through to Down Goole; to Down L & Y Main or to Down Goods Loop will now apply towards Down Goole line only.

A new trailing lead has been installed to connect from Down Platform to Down L & Y Main approximately 60 yards West of 48m.p. and has been secured out of use in the normal position (but made available for hand pumping if required for movements from the Down Through/Down L & Y Main by hand signalman).

Between Wakefield Kirkgate West and Horbury Junction

The following signals/signal routes have been disconnected until new signalling is commissioned.

Up Fast	Down Fast	
W.W.62 (Route to Up Fast only)	H.J.2	
W.W.52	H.J.13 (Down Fast Route only)	
U.46	D.45	
HJ.33/37	D.46	
	WW.25	(18)

HULL - NEPTUNE STREET

Neptune Street, Down Sidings have been secured out of use, pending removal. (18)

WAKEFIELD KIRKGATE EAST - KIRKGATE WEST JUNCTION - WESTGATE SOUTH JUNCTION

Revised signalling has been commissioned and remodelling has taken place at Wakefield Kirkgate.

Full details are shown in **Supplementary Notice of Signalling and Permanent Way Alterations No. 113** and all concerned should be in possession of a copy of this notice. (20)

BEVERLEY STATION

The trailing crossover between the Down and Up Main lines and the trailing connection - Up Main/Up Sidings have been secured out of use in the normal position pending removal.

The associated signalling has been abolished. (20)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

****** *Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

RULE BOOK

Section H, Clause 4.4.2.

Add as final sentence:—

If two single cab locomotives are in multiple and the rearmost cab is fitted with an emergency brake valve, the Guard must ride in that cab. (23D)

GENERAL APPENDIX

Part 1 – Section 1

Pages 1.5 and 1.6

STANDARD CLASSIFICATION OF TRAINS

Page 1.6

Note 3-

Amend the first sentence of the second paragraph to:—

If a parcels or fully-fitted freight train is hauled by a single cab locomotive, or by two single cab locomotives in multiple and the driving cab of the rear-most locomotive is not equipped with an emergency brake valve a brakevan must be provided. (23D)

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

List of lines in the sequence used throughout the book

Page 16

Amend:—

Wakefield Westgate South Jn. to Wakefield Kirkgate West Jn.

89

Page 17

Amend:—

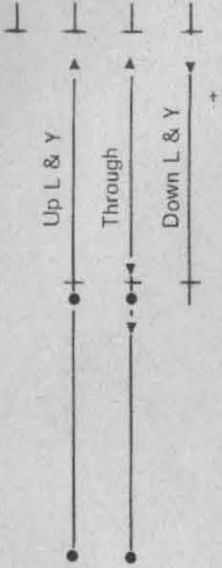
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN. AND BRANCHES

Wakefield Kirkgate West Jn. to Goole Potters Grange

123-128
(23D)

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		At or Between	Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.			
Page 89		WAKEFIELD WESTGATE SOUTH JN. TO WAKEFIELD KIRKGATE WEST						
		Delete heading and table and substitute :- WAKEFIELD WESTGATE SOUTH JN. TO WAKEFIELD KIRKGATE WEST JN.		15	15	MAXIMUM PERMISSIBLE SPEED		
		Wakefield Westgate South Jn. (See page 85)	0.00					Controlled by Leeds box.
		Wakefield Kirkgate West Jn. (See page 93)	0.22					Controlled by Kirkgate box.
								(23D)



Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Pages 93 and 94 (Page 53 Supp. Optg. Insts.) EASTWOOD LMR TO NORMANTON GOOSE HILL JN. Delete all details Wakefield (K) West inclusive to Goose Hill Jn. inclusive and substitute :- 							
	UGL 70 DGL 70	Wakefield Kirkgate West Jn.	47.38	10	10	All lines 47m. 38ch. and 48m. 5ch.	† Permissive working for passenger trains authorised.
		Wakefield Kirkgate	47.62				
		Wakefield Kirkgate	47.76		10	All lines to Calder Bridge line 47m. 68ch. and 48m. 15ch.	
		Turners Lane Jn. (See page 109)	48.33		15	To Calder Bridge line.	
		Goose Hill Jn. (See page 112)	50.31		20	50m. 26ch. and 50m. 31ch.	
				20	To Slow line at 50m. 28ch.		

(23D)

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Page 123 (Page 68 Supp Optg Insts)							
WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.							
Delete heading and all details on this page and substitute :-							
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.							
WAKEFIELD KIRKGATE WEST AND ENGINE							
SHED JN.							
ENGINE SHED JN. AND POTTERS GRANGE JN.							
		Kirkgate West Jn.	47.38				
		Wakefield Kirkgate	47.62				
		Wakefield Kirkgate (K)	47.76		10	47m. 68ch. and 47m. 38ch.	
		Calder Bridge Jn. (See page 109)	48.32		15	To Turners Lane Curve line	
					40	48m. 56ch. and 49m. 0ch.	
							(23D)

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 9 MAY - WAKEFIELD KIRKGATE - KIRKGATE WEST JUNCTION

A new trailing lead will be installed to connect from the Down L. & Y. Slow line to the Up L. & Y. Slow line approximately 100 yards east of the former Wakefield West signal box.

The route indications on Wakefield Kirkgate signals K1216 and K1218 to Up L. & Y. lines will be brought into use and the following indications will now apply:-

Signal No.	Line	Aspect	Route Indication Theatre-Type Route Indications	Destination
K1216	Down L. & Y. (Up Direction)	Main	"F"	Up L. & Y. Fast (HJ76)
		Main	"S"	Up L. & Y. Slow (HJ74)
		Main	"W"	Up Westgate Curve L.249
			Junction Route Indicator Position No.	
K1218	Up Kirkgate Through	Main	2	Up L. & Y. Fast (HJ76)
		Main	1	Up L. & Y. Slow (HJ74)
		Main	4	Up Westgate Curve L.249 Signal.

DETAILS OF WORK ALREADY CARRIED OUT

DEWSBURY RAILWAY STREET

The points leading to No.6 Siding have been secured out of use in the reverse position and the line leading to A & B Shed and Nos.1, 2 and 3 Sidings has been taken out of use pending track renewal.
(New Item) (22)

WHITLEY BRIDGE

The Down siding between Sudforth Lane and Whitley Bridge has been shortened by 1300 yards and the buffer stop will be re-sited at 61m. 71ch.

CUTSYKE JN.

Signal CJ.1024 reading from Up Main to Castletford line no longer displays a Position 4 Junction Indicator.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

WAKEFIELD KIRKGATE EAST - KIRKGATE WEST JUNCTION - WESTGATE SOUTH JUNCTION

Revised signalling has been commissioned and remodelling has taken place at Wakefield Kirkgate.

Full details are shown in **Supplementary Notice of Signalling and Permanent Way Alterations No. 113** and all concerned should be in possession of a copy of this notice. (20)

BEVERLEY STATION

The trailing crossover between the Down and Up Main lines and the trailing connection - Up Main/Up Sidings have been secured out of use in the normal position pending removal.

The associated signalling has been abolished. (20)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

**
* Items marked thus will not appear in future issues and a note must be taken of them by all concerned

RULE BOOK

Section H, Clause 4.4.2.

Add as final sentence:-

If two single cab locomotives are in multiple and the rearmost cab is fitted with an emergency brake valve, the Guard must ride in that cab. (23D)

GENERAL APPENDIX

Part 1 - Section 1

Pages 1.5 and 1.6

STANDARD CLASSIFICATION OF TRAINS

Page 1.6

Note 3-

Amend the first sentence of the second paragraph to:-

If a parcels or fully-fitted freight train is hauled by a single cab locomotive, or by two single cab locomotives in multiple and the driving cab of the rear-most locomotive is not equipped with an emergency brake valve a brakevan must be provided. (23D)

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

List of lines in the sequence used throughout the book

Page 16

Amend:-

Wakefield Westgate South Jn. to Wakefield Kirkgate West Jn. 89

Page 17

Amend:-

WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN. AND BRANCHES

Wakefield Kirkgate West Jn. to Goole Potters Grange

123-128
(23D)

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
Page 89		WAKEFIELD WESTGATE SOUTH JN. TO WAKEFIELD KIRKGATE WEST					
		Delete heading and table and substitute :-					
		WAKEFIELD WESTGATE SOUTH JN. TO WAKEFIELD KIRKGATE WEST JN.		15	15	MAXIMUM PERMISSIBLE SPEED	
		Wakefield Westgate South Jn. (See page 85)	0.00				Controlled by Leeds box.
		Wakefield Kirkgate West Jn. (See page 93)	0.22				Controlled by Kirkgate box. (23D)



Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks	
				Down m.p.h.	Up			
Pages 93 and 94 (Page 53 Suppl. Optg. Insts.) EASTWOOD LMR TO NORMANTON GOOSE HILL JN. Delete all details Wakefield (K) West inclusive to Goose Hill Jn. inclusive and substitute :-								
	UGL 70 DGL 70	Wakefield Kirkgate West Jn.	47.38	10	10	All lines 47m. 38ch. and 48m. 5ch.	† Permissive working for passenger trains authorised.	
		Wakefield Kirkgate	47.62					
		Wakefield Kirkgate	47.76	10		All lines to Calder Bridge line 47m. 68ch. and 48m. 15ch.		
		Turners Lane Jn. (See page 109)	48.33		15	To Calder Bridge line.		
					40	49m. 73ch. and 49m. 06ch.		
			20	50m. 26ch. and 50m. 31ch.				
			20	To Slow line at 50m. 28ch.				
		Goose Hill Jn. (See page 112)	50.31				(23D)	

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.		
Page 123 (Page 68 Supp Optg Insts)							
WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN. Delete heading and all details on this page and substitute :-							
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN. WAKEFIELD KIRKGATE WEST AND ENGINE SHED JN. ENGINE SHED JN. AND POTTERS GRANGE JN.							
		Kirkgate West Jn.	47.38				
		Wakefield Kirkgate	47.62				
		Wakefield Kirkgate (K)	47.76		10	47m. 68ch. and 47m. 38ch.	
		Calder Bridge Jn. (See page 109)	48.32		15	To Turners Lane Curve line	
				40	40	48m. 56ch. and 49m. 0ch.	
							(23D)

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Cb.	Permanent Speed Restrictions		At or Between	Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up m.p.h.			
Page 133 ALDWARKE NORTH JN. (MID) TO BURTON SALMON Between Pontefract Baghill and Ferrybridge South Jn. Delete :-				20	20	2m. 45ch. and 2m. 5ch.		(23D)
Page 161 (Page 84 Supp. Optg. Insts.) HULL PARAGON TO SEAMER WEST Between Lowthorpe LC and Burton Agnes LC Delete :-					30	25m. 10ch. and 24m. 40ch.	(w.e.f. 15 00 Wednesday	12 May) (23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE F - PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
Page 224 EASTWOOD LMR TO NORMANTON GOOSE HILL JN.		
Delete :-		
Wakefield West	Wakefield East	Down Platform 6 ECS Clear weather only.
Wakefield East	Wakefield West	Up Platform E.C.S.
Add :-		
Turners Lane Jn. Signal 1254	Wakefield Kirkgate Signal 1236	Up L & Y 12 S.L.U. Clear weather only.
Turners Lane Jn. Signal 1254	Wakefield Kirkgate Signal 1238	Up Kirkgate Goods Loop 12 S.L.U. Clear weather only.
Wakefield Kirkgate Signal 1236 or Signal 1238	Wakefield Kirkgate West Jn. rear of Signal 1217 or Signal 1219	No.2 Platform/ Up L & Y Slow/Up L & Y Fast 12 S.L.U. Clear weather only.
Wakefield Kirkgate West Jn. Signal 1217 or Signal 1219	Turners Lane Jn. rear of Signal 1254 via Signals 1229 or 1231	Down L & Y/ Through 12 S.L.U. Clear weather only.
Page 226 Amend heading		
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.		
Delete :-		
Wakefield C.E.G.B.	Wakefield Kirkgate East	Up Goole 2 freight brakevans. (23D)

TABLE H.1 WORKING OF PARTIALLY FITTED AND UNFITTED TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Number of vehicles (SLU's) and special conditions
Page 241 (Page 120 Supp. Optg. Insts.)			
Amend heading:-			
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.			(23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE H2 - WORKING OF PASSENGER VEHICLES WITHOUT A BRAKEVAN

From	To	Line	Maximum No. of vehicles and special conditions
------	----	------	--

Page 246

DONCASTER MARSHGATE JN. TO LEEDS WEST JN.

Delete heading and items.

(23D)

TABLE "J" - LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Type of train	Con- ditions	Remarks
------	----	---------------	-----------------	---------

Page 250

Amend heading and item:-

WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.

Calder Bridge Jn.

Oakenshaw South Jn.

F

N

-

(23D)

TABLE O - INSTRUCTIONS FOR WORKING DOWN INCLINES

From direction of	Proceeding towards	Points at which train must stop for A.W.B.	Points at which train must stop for brakes to be released
-------------------	--------------------	--	---

Page 256

DONCASTER MARSHGATE JN. TO LEEDS WEST JN.

Amend:-

Leeds

Wakefield Kirkgate

Signal L.214
(Ardsley)Wakefield Kirkgate Signal 1255,
Wakefield Kirkgate Signal 1257
or Down Goods Branch Starting
Signal.

Page 257 (Page 124 Supp. Optg. Insts.)

Amend heading and items:-

WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.

Oakenshaw Sth. Jn.

Calder Bridge Jn.

Viaduct No.205

Oakenshaw Sth. Jn.
Branch facing points

Kirkgate Signals 1192/1194.

Kirkgate Signals 1192/1194.

(23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE W - SET BACK MOVEMENTS - EXEMPTION FROM RULE BOOK,
SECTION J. CLAUSE 4.1

Signal Box	Movement	See Special instructions on Page
Page 267 (Page 126 Supp. Optg Insts.)		
Amend heading:- WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.		
	Amend first item Wakefield (K) East to Wakefield Kirkgate	(23D)

TABLE Z - LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
Page 270			
Amend heading and item WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.			
Wakefield Kirkgate West Jn.	Goole Engine Shed Jn.	All Passenger lines	(23D)

LOCAL INSTRUCTIONS

Page 392

DAIRYCOATES WEST AND NEPTUNE STREET C&W SIDINGS - Amend to read:-
Drivers of trains are permitted into the C&W Depot without OTW staff. (23D)

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES
In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of work	Duration	Commencing Date
----------	----------------	----------	-----------------

NEVILLE HILL DEPOT

Excavation work is taking place in the sixfoots between one, two and three roads in the refuelling shed. Drivers alighting from engines in the shed must ensure they can do so safely.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

BRADFORD FORESTER SQUARE STATION

From 08 00 to 17 00 on Tuesday 11 May drivers of trains arriving in Nos.1 and 2 platforms may be required to stop short on the platforms indicated by handsignalmen.

DONCASTER STATION - PLATFORM 8

Guards of Passenger trains stopping at Platform 8 at Doncaster should advise passengers to take care when alighting as Platform reconstruction is taking place.

SHIPLEY STATION

From 07 30 to 17 00 daily, drivers of trains stopping at No.3 Platform, Shipley Station, to observe instructions of handsignalman and/or warning notices during raising and resurfacing of Platform area.

PONTEFRACT MONKHILL STATION

Until further notice, from 07 30 to 17 00 daily, drivers of trains stopping in the up platform to observe instructions of Hand Signalman and/or warning notices during raising and shortening of platform area.

PANNAL STATION

From 07 30 to 17 00 daily, drivers of trains stopping at Pannal Station to observe instructions of Hand Signalman and/or warning notices during repairs to platform areas.

BARDIC HAND LAMPS - BATTERY TYPE AD28

It is apparent that to overcome the problem of batteries moving inside these lamps, a practice has arisen of inserting packing between the battery and body of the lamp.

It can cause damage to both the battery and its associated equipment and lead to a potential hazard in that the lamps may fail without any prior warning.

All staff are advised that packing should not be inserted inside the lamps, and if a problem is found with batteries moving, which is understood to be caused by a defect in the lamp, the lamp should be treated as one requiring repair or replacement. (MO/33/18/1)

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
30 APRIL, 1982

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 16 MAY – BETWEEN HORBURY STATION JUNCTION AND CRIGGLESTONE JUNCTION

The Branch line between Horbury Station Junction and Crigglestone Junction will be singled using the Up Branch line as the Single line. The Track Circuit Block Regulations will apply between Healey Mills and Crigglestone Junction.

Reference should be made to the diagram included in this notice.

Permanent Way Alterations (Crigglestone Junction)

The trailing crossover will be re-positioned 76 yards nearer to the signal box and the associated ground disc signals abolished. A new ground position light signal (No.C17) applying Up Main to Down Main or to Up Branch will be provided on the Up Main point ends of the re-positioned crossover.

The catch points in the Up Main at 45m. 57ch., 1170 yards before reaching Crigglestone Junction C6 signal, will be converted to spring-worked points.

Signalling Alterations – (Crigglestone Junction)

The Crigglestone Junction Up Home signal will be replaced by a 3 aspect colour light signal plated C30 situated 185 yards further from the signal box. A Junction Route Indicator position 1 will be provided and the following indications will apply :-

Aspect	Route Indication	Destination
Main		Down Main
Main	Junction Indicator Position 1	Up Branch

Up Branch colour light signal C23 will be replated HM247R and this signal will function as Distant signal to Healey Mills signal HM247.

Down Branch Home signal C5 will be re-positioned 30 yards further from the signal box and will apply to the single line.

Down Branch signal DB45 will be replated C5R and will apply to the single line.

The following signals will be abolished:-

- Up Branch colour light signal UB45
- Down Branch colour light signal HM251
- Gantry carrying the Down Main semaphore Starting signals to Up Branch and Down Main.

Horbury Station Junction

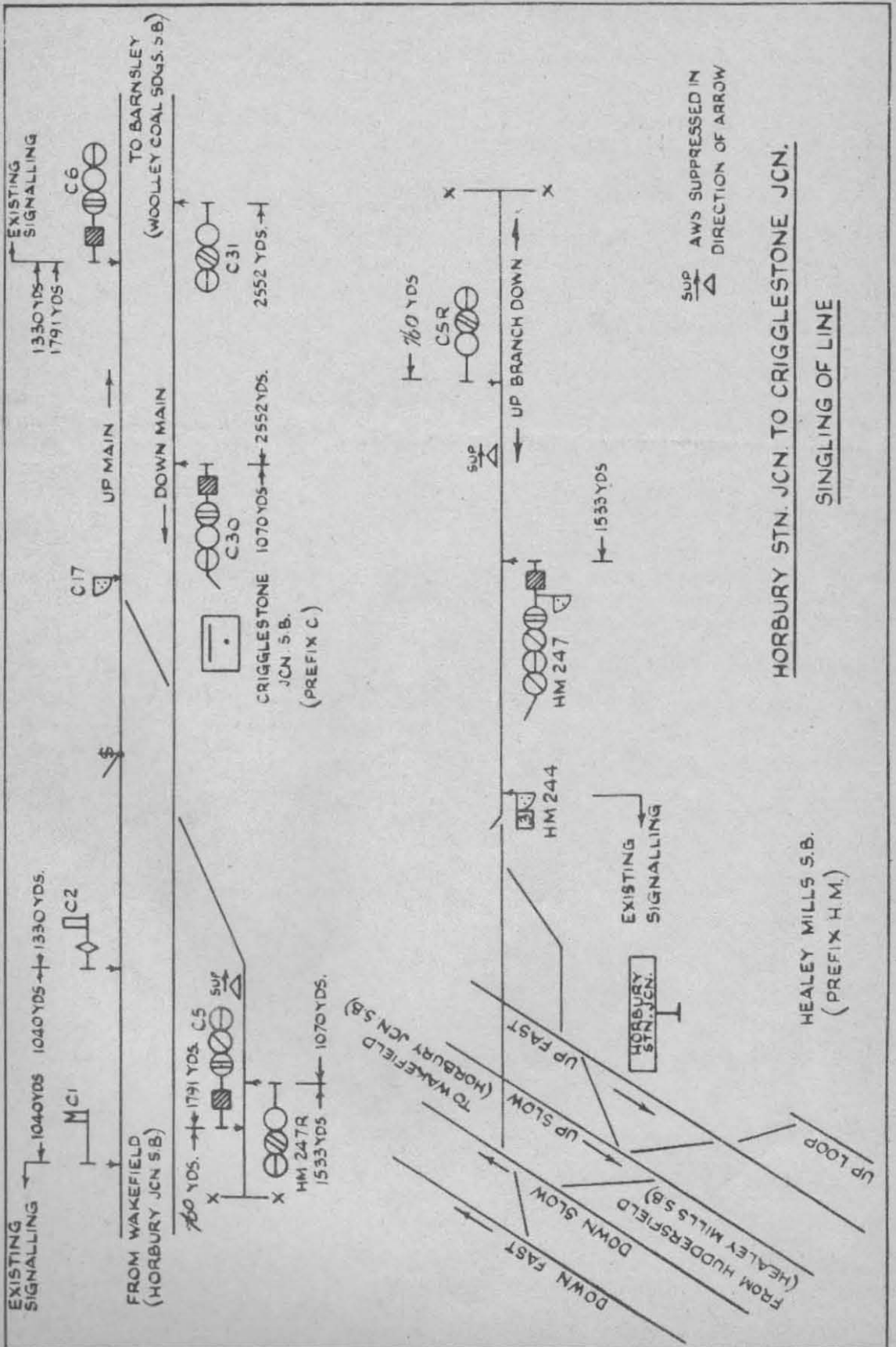
The Healey Mills controlled ground position light signal HM244 will no longer display indication "D". (route to Down Fast not now available). A route indication will not be displayed by HM244 signal when cleared in conjunction with the clearing of HM247 signal. (23)

SUNDAY 16 MAY – GASCOIGNE WOOD DOWN SIDINGS

The run-round line between 6m. 14ch. and 5m. 65ch. will be secured out of use until further notice.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued



HORBURY STN. JCN. TO CRIGGLESTONE JCN.
SINGLING OF LINE

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

WAKEFIELD KIRKGATE - KIRKGATE WEST JUNCTION

A new trailing lead has been installed to connect from the Down L. & Y. Slow line to the Up L. & Y. Slow line approximately 100 yards east of the former Wakefield West signal box.

The route indications on Wakefield Kirkgate signals K1216 and K1218 to Up L. & Y. lines have been brought into use and the following indications now apply:-

Signal No.	Line	Aspect	Route Indication		Destination
			Theatre-Type	Route	
K1216	Down L. & Y. (Up Direction)	Main	"F"		Up L. & Y. Fast (HJ76)
		Main	"S"		Up L. & Y. Slow (HJ74)
		Main	"W"		Up Westgate Curve L.249
			Junction Route		
			Indicator Position		
			No.		
K1218	Up Kirkgate Through	Main	2		Up L. & Y. Fast (HJ76)
		Main	1		Up L. & Y. Slow (HJ74)
		Main	4		Up Westgate Curve L.249 Signal.

DEWSBURY RAILWAY STREET

The points leading to No.6 Siding have been secured out of use in the reverse position and the line leading to A & B Shed and Nos.1, 2 and 3 Sidings has been taken out of use pending track renewal. (22)

WHITLEY BRIDGE

The Down siding between Sudforth Lane and Whitley Bridge has been shortened by 1300 yards and the buffer stop will be re-sited at 61m. 71ch. (22)

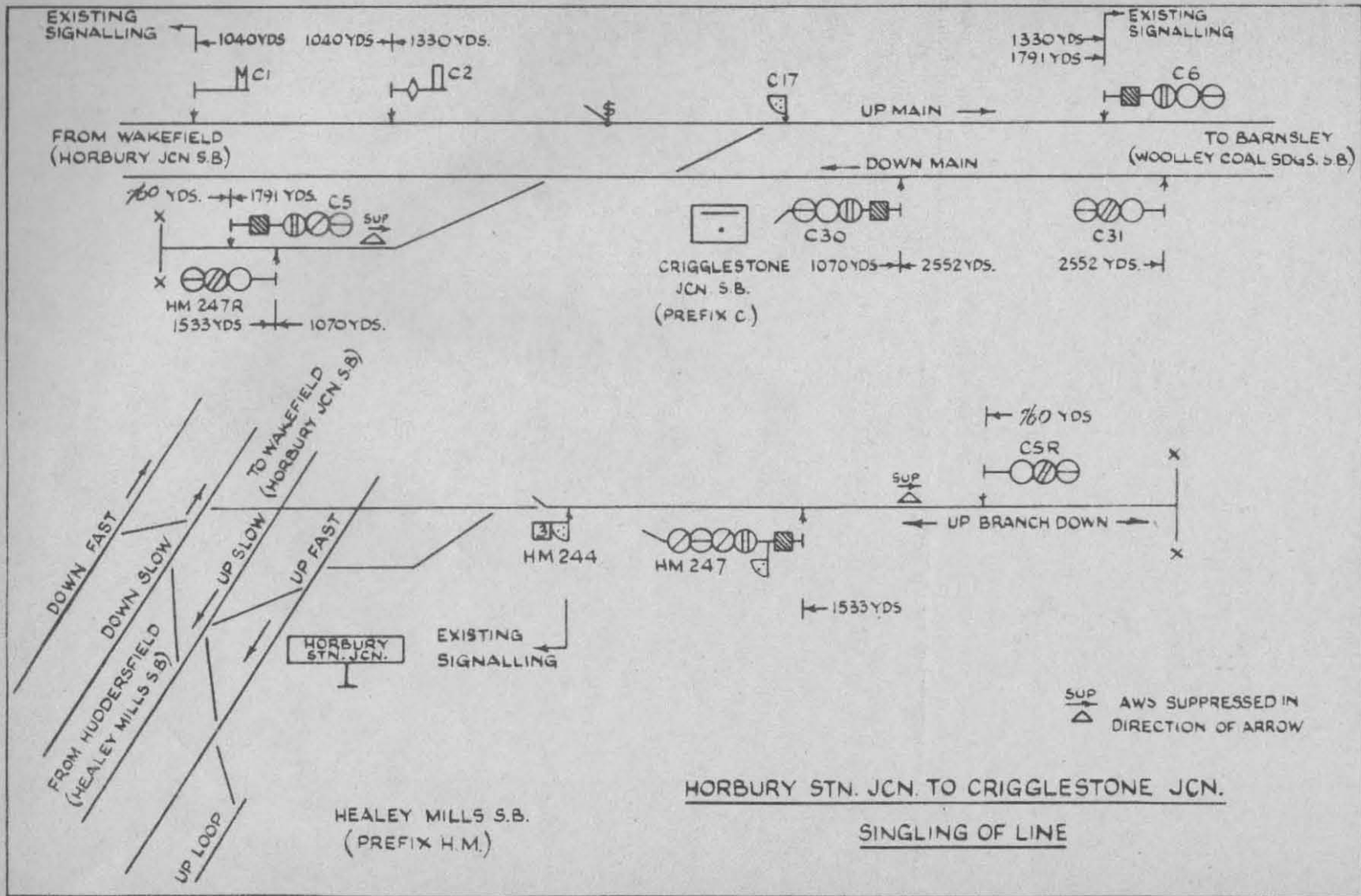
CUTSYKE JN.

Signal CJ.1024 reading from Up Main to Castleford line no longer displays a Position 4 Junction Indicator. (22)

** WAKEFIELD KIRKGATE EAST - KIRKGATE WEST JUNCTION - WESTGATE SOUTH JUNCTION

Revised signalling has been commissioned and remodelling has taken place at Wakefield Kirkgate.

Full details are shown in **Supplementary Notice of Signalling and Permanent Way Alterations No. 113** and all concerned should be in possession of a copy of this notice. (20)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

**** BEVERLEY STATION**

The trailing crossover between the Down and Up Main lines and the trailing connection - Up Main/Up Sidings have been secured out of use in the normal position pending removal.

The associated signalling has been abolished.

(20)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

****** *Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

RULE BOOK

Section H, Clause 4.4.2.

Add as final sentence:—

If two single cab locomotives are in multiple and the rearmost cab is fitted with an emergency brake valve, the Guard must ride in that cab. (23D)

GENERAL APPENDIX

Part 1 – Section 1

Pages 1.5 and 1.6

STANDARD CLASSIFICATION OF TRAINS

Page 1.6

Note 3-

Amend the first sentence of the second paragraph to:—

If a parcels or fully-fitted freight train is hauled by a single cab locomotive, or by two single cab locomotives in multiple and the driving cab of the rear-most locomotive is not equipped with an emergency brake valve a brakevan must be provided. (23D)

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

List of lines in the sequence used throughout the book

Page 16

Amend:—

Wakefield Westgate South Jn. to Wakefield Kirkgate West Jn.

89

Page 17

Amend:—

WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN. AND BRANCHES

Wakefield Kirkgate West Jn. to Goole Potters Grange

123-128
(23D)

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
Page 89		WAKEFIELD WESTGATE SOUTH JN. TO WAKEFIELD KIRKGATE WEST					
		Delete heading and table and substitute :-					
		WAKEFIELD WESTGATE SOUTH JN. TO WAKEFIELD KIRKGATE WEST JN.		15	15	MAXIMUM PERMISSIBLE SPEED	
		Wakefield Westgate South Jn. (See page 85)	0.00				Controlled by Leeds box.
		Wakefield Kirkgate West Jn. (See page 93)	0.22				Controlled by Kirkgate box.
							(23D)



Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks	
				Down m.p.h.	Up m.p.h.			
Pages 93 and 94 (Page 53 Suppl. Optg. Insts.) EASTWOOD LMR TO NORMANTON GOOSE HILL JN. Delete all details Wakefield (K) West inclusive to Goose Hill Jn. inclusive and substitute :-								
	UGL 70 DGL 70	Wakefield Kirkgate West Jn.	47.38	10	10	All lines 47m. 38ch. and 48m. 5ch.	+ Permissive working for passenger trains authorised.	
		Wakefield Kirkgate	47.62					
		Wakefield Kirkgate	47.76	10		All lines to Calder Bridge line 47m. 68ch. and 48m. 15ch.		
		Turners Lane Jn. (See page 109)	48.33		15	To Calder Bridge line.		
					20	49m. 73ch. and 49m. 06ch.		
			20	50m. 26ch. and 50m. 31ch.				
					20	To Slow line at 50m. 28ch.		
		Goose Hill Jn. (See page 112)	50.31					

(23D)

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points:	Remarks
				Down m.p.h.	Up m.p.h.		
Page 123 (Page 68 Supp Optg Insts)							
WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN. Delete heading and all details on this page and substitute :-							
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN. WAKEFIELD KIRKGATE WEST AND ENGINE SHED JN. ENGINE SHED JN. AND POTTERS GRANGE JN.							
		Kirkgate West Jn.	47.38				
		Wakefield Kirkgate	47.62				
		Wakefield Kirkgate (K)	47.76	10	47m. 68ch. and 47m. 38ch.		
		Calder Bridge Jn. (See page 109)	48.32	15	To Turners Lane Curve line		
				40	40	48m. 56ch. and 49m. 0ch.	
							(23D)

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
				Down m.p.h.	Up		
Page 133 ALDWARKE NORTH Between Pontefract Delete :-	JN. (MID) TO Baghill and	BURTON SALMON Ferrybridge South Jn.		20	20	2m. 45ch. and 2m. 5ch.	(23D)
Page 161 (Page 84 Supp. Optg. HULL PARAGON TO Between Lowthorpe Delete :-	(Page 84 Supp. Optg. Insts.) SEAMER WEST LC and Burton Agnes LC				30	25m. 10ch. and 24m. 40ch.	(23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE F - PROPELLING TRAINS OR VEHICLES

Between	Line	Number of vehicles and special conditions
Page 224 EASTWOOD LMR TO NORMANTON GOOSE HILL JN.		
Delete :-		
Wakefield West	Wakefield East Down Platform	6 ECS Clear weather only.
Wakefield East	Wakefield West Up Platform	E.C.S.
Add :-		
Turners Lane Jn. Signal 1254	Wakefield Kirkgate Signal 1236 Up L & Y	12 S.L.U. Clear weather only.
Turners Lane Jn. Signal 1254	Wakefield Kirkgate Signal 1238 Up Kirkgate Goods Loop	12 S.L.U. Clear weather only.
Wakefield Kirkgate Signal 1236 or Signal 1238	Wakefield Kirkgate West Jn. rear of Signal 1217 or Signal 1219 No.2 Platform/ Up L & Y Slow/Up L & Y Fast	12 S.L.U. Clear weather only.
Wakefield Kirkgate West Jn. Signal 1217 or Signal 1219	Turners Lane Jn. rear of Signal 1254 via Signals 1229 or 1231 Down L & Y/ Through	12 S.L.U. Clear weather only.

Page 226

Amend heading

WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.

Delete :-

Wakefield E.G.B.	Wakefield Kirkgate East	Up Goole	2 freight brakevans.
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(23D)

TABLE H.1 WORKING OF PARTIALLY FITTED AND UNFITTED TRAINS WITHOUT A BRAKEVAN IN REAR

From	To	Line	Number of vehicles (SLU's) and special conditions
Page 241 (Page 120 Supp. Optg. Insts.)			
Amend heading:-			
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.			(23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE H2 - WORKING OF PASSENGER VEHICLES WITHOUT A BRAKEVAN

From	To	Line	Maximum No. of vehicles and special conditions
Page 246			
DONCASTER MARSHGATE JN. TO LEEDS WEST JN.			
Delete heading and items.			(23D)

TABLE "J" - LOCOMOTIVES ASSISTING IN REAR OF TRAINS

From	To	Type of train	Con- ditions	Remarks
Page 250				
Amend heading and item:-				
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.				
Calder Bridge Jn.	Oakenshaw South Jn.	F	N	- (23D)

TABLE O - INSTRUCTIONS FOR WORKING DOWN INCLINES

From direction of	Proceeding towards	Points at which train must stop for A.W.B.	Points at which train must stop for brakes to be released
Page 256			
DONCASTER MARSHGATE JN. TO LEEDS WEST JN.			
Amend:-			
Leeds	Wakefield Kirkgate	Signal L.214 (Ardsley)	Wakefield Kirkgate Signal 1255, Wakefield Kirkgate Signal 1257 or Down Goods Branch Starting Signal.

Page 257 (Page 124 Supp. Optg. Insts.)

Amend heading and items:-

WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.

Oakenshaw Sth. Jn.	Calder Bridge Jn.	Viaduct No.205 Oakenshaw Sth. Jn. Branch facing points	Kirkgate Signals 1192/1194. Kirkgate Signals 1192/1194. (23D)
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SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE W - SET BACK MOVEMENTS - EXEMPTION FROM RULE BOOK,
SECTION J. CLAUSE 4.1

Signal Box	Movement	See Special instructions on Page
Page 267 (Page 126 Supp. Optg Insts.)		
Amend heading:- WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.		
	Amend first item Wakefield (K) East to Wakefield Kirkgate	(23D)

TABLE Z - LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
Page 270			
Amend heading and item WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.			
Wakefield Kirkgate West Jn.	Goole Engine Shed Jn.	All Passenger lines	(23D)

LOCAL INSTRUCTIONS

Page 392

DAIRYCOATES WEST AND NEPTUNE STREET C&W SIDINGS - Amend to read:-
Drivers of trains are permitted into the C&W Depot without OTW staff. (23D)

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES
In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of work	Duration	Commencing Date
----------	----------------	----------	-----------------

NEVILLE HILL DEPOT

Excavation work is taking place in the sixfoots between one, two and three roads in the refuelling shed. Drivers alighting from engines in the shed must ensure they can do so safely.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

BRADFORD FORESTER SQUARE STATION

From 08 00 to 17 00 on Tuesday 11 May drivers of trains arriving in Nos.1 and 2 platforms may be required to stop short on the platforms indicated by handsignalmen.

DONCASTER STATION - PLATFORM 8

Guards of Passenger trains stopping at Platform 8 at Doncaster should advise passengers to take care when alighting as Platform reconstruction is taking place.

SHIPLEY STATION

From 07 30 to 17 00 daily, drivers of trains stopping at No.3 Platform, Shipley Station, to observe instructions of handsignalman and/or warning notices during raising and resurfacing of Platform area.

PONTEFRAC T MONKHILL STATION

Until further notice, from 07 30 to 17 00 daily, drivers of trains stopping in the up platform to observe instructions of Hand Signalman and/or warning notices during raising and shortening of platform area.

PANNAL STATION

From 07 30 to 17 00 daily, drivers of trains stopping at Pannal Station to observe instructions of Hand Signalman and/or warning notices during repairs to platform areas.

BARDIC HAND LAMPS - BATTERY TYPE AD28

It is apparent that to overcome the problem of batteries moving inside these lamps, a practice has arisen of inserting packing between the battery and body of the lamp.

It can cause damage to both the battery and its associated equipment and lead to a potential hazard in that the lamps may fail without any prior warning.

All staff are advised that packing should not be inserted inside the lamps, and if a problem is found with batteries moving, which is understood to be caused by a defect in the lamp, the lamp should be treated as one requiring repair or replacement. (MO/33/18/1)

MP.32/NS

G. GRAHAM
Chief Operating ManagerYork
7 MAY, 1982

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note must be taken of them by all concerned

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN HORBURY STATION JUNCTION AND CRIGGLESTONE JUNCTION

The Branch line between Horbury Station Junction and Crigglestone Junction has been singled using the Up Branch line as the Single line. The Track Circuit Block Regulations apply between Healey Mills and Crigglestone Junction.

Reference should be made to the diagram included in this notice.

Permanent Way Alterations (Crigglestone Junction)

The trailing crossover has been re-positioned 76 yards nearer to the signal box and the associated ground disc signals abolished. A new ground position light signal (No.C17) applying Up Main to Down Main or to Up Branch has been provided on the Up Main point ends of the re-positioned crossover.

The catch points in the Up Main at 45m. 57ch., 1170 yards before reaching Crigglestone Junction C6 signal, have been converted to spring-worked points.

Signalling Alterations - (Crigglestone Junction)

The Crigglestone Junction Down Home signal has been replaced by a 3-aspect colour light signal plated C30 situated 185 yards further from the signal box. A Junction Route Indicator position 1 has been provided and the following indications apply:-

Aspect	Route Indication	Destination
Main		Down Main
Main	Junction Indicator Position 1	Up Branch

Up Branch colour light signal C23 has been replated HM247R and this signal now functions as Distant signal to Healey Mills signal HM247.

Down Branch Home signal C5 has been re-positioned 30 yards further from the signal box and now applies to the single line.

Down Branch signal DB45 has been replated C5R and now applies to the single line.

The following signals have been abolished:-

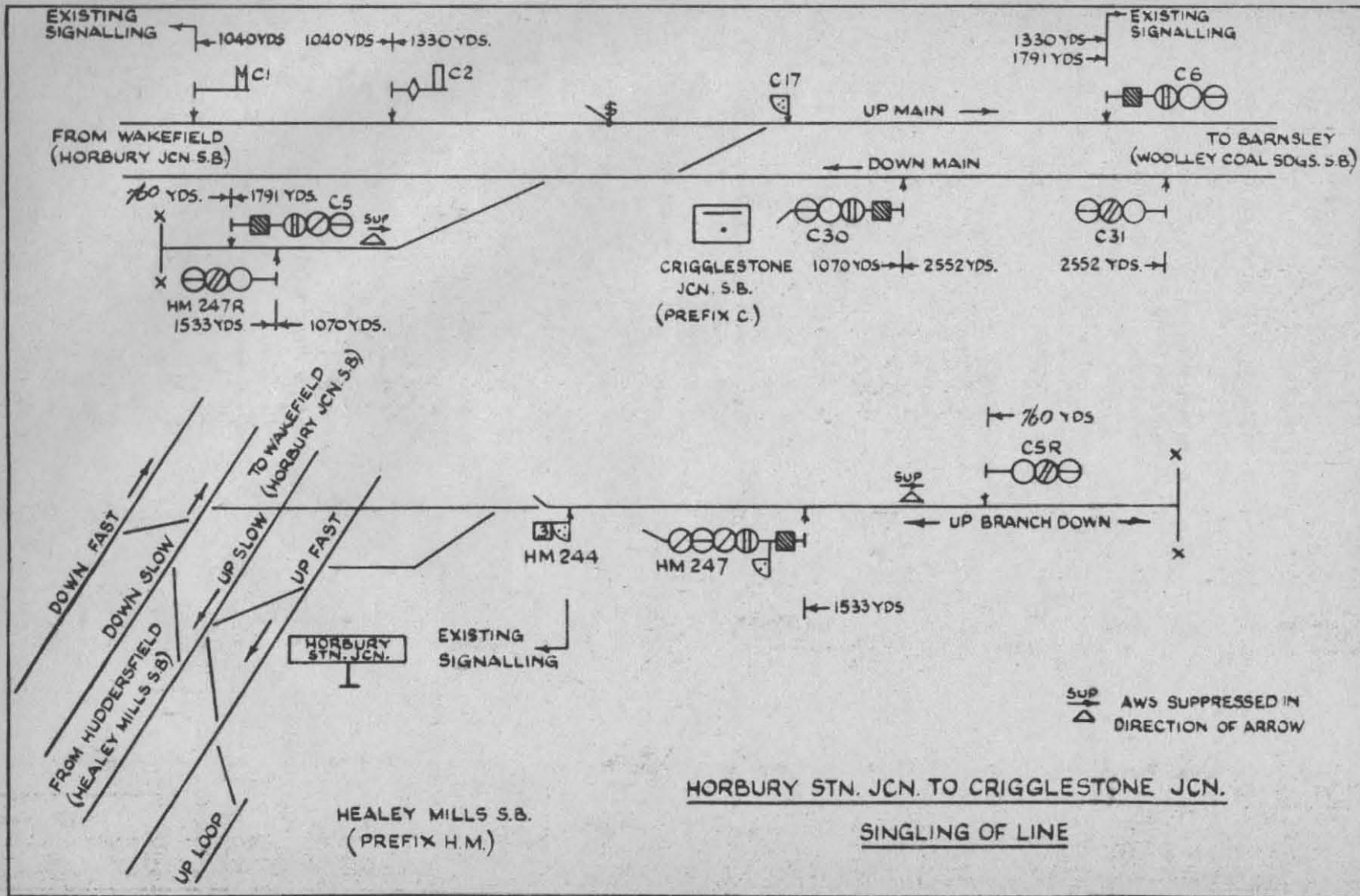
- Up Branch colour light signal UB45
- Down Branch colour light signal HM251
- Gantry carrying the Down Main semaphore Starting signals to Up Branch and Down Main.

Horbury Station Junction

The Healey Mills controlled ground position light signal HM244 no longer displays indication "D" (route to Down Fast not now available). A route indication will not now be displayed by HM244 signal when cleared in conjunction with the clearing of HM247 signal. (23)

GASCOIGNE WOOD DOWN SIDINGS

The run-round line between 6m. 14ch. and 5m. 65ch. has been secured out of use until further notice. (23)



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

WAKEFIELD KIRKGATE - KIRKGATE WEST JUNCTION

A new trailing lead has been installed to connect from the Down L. & Y. Slow line to the Up L. & Y. Slow line approximately 100 yards east of the former Wakefield West signal box.

The route indications on Wakefield Kirkgate signals K1216 and K1218 to Up L. & Y. lines have been brought into use and the following indications now apply:-

Signal No.	Line	Aspect	Route Indication		Destination
			Theatre-Type	Route	
K1216	Down L. & Y. (Up Direction)	Main	"F"		Up L. & Y. Fast (HJ76)
		Main	"S"		Up L. & Y. Slow (HJ74)
		Main	"W"		Up Westgate Curve L.249
			Junction Route Indicator Position		
K1218	Up Kirkgate Through	Main		2	Up L. & Y. Fast (HJ76)
		Main		1	Up L. & Y. Slow (HJ74)
		Main		4	Up Westgate Curve L.249 Signal.

DEWSBURY RAILWAY STREET

The points leading to No.6 Siding have been secured out of use in the reverse position and the line leading to A & B Shed and Nos.1, 2 and 3 Sidings has been taken out of use pending track renewal. (22)

WHITLEY BRIDGE

The Down siding between Sudforth Lane and Whitley Bridge has been shortened by 1300 yards and the buffer stop will be re-sited at 61m. 71ch. (22)

CUTSYKE JN.

Signal CJ.1024 reading from Up Main to Castleford line no longer displays a Position 4 Junction Indicator. (22)

M. YORK



NS

EASTERN REGION

22/23

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 29 MAY

TO

FRIDAY 11 JUNE 1982

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned

2ch. Crane and
(81/35/36)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 6 JUNE – FEATHERSTONE (Between Crofton East Junction and Pontefract West Junction)

The catchpoints in the Up Main line at 55m. 13ch. (920 yards before reaching Prince of Wales POW 350 signal) will be removed and plain line installed. (26)

DETAILS OF WORK ALREADY CARRIED OUT

SOUTH KIRKBY JUNCTION

The catch points in the Down Main line at 165m 73ch situated 1170 yards before reaching L645 signal have been removed and plain line installed. (New Item) (26)

** BETWEEN HORBURY STATION JUNCTION AND CRIGGLESTONE JUNCTION

The Branch line between Horbury Station Junction and Crigglestone Junction has been singled using the Up Branch line as the Single line. The Track Circuit Block Regulations apply between Healey Mills and Crigglestone Junction.

Reference should be made to the diagram included in this notice.

Permanent Way Alterations (Crigglestone Junction)

The trailing crossover has been re-positioned 76 yards nearer to the signal box and the associated ground disc signals abolished. A new ground position light signal (No.C17) applying Up Main to Down Main or to Up Branch has been provided on the Up Main point ends of the re-positioned crossover.

The catch points in the Up Main at 45m. 57ch., 1170 yards before reaching Crigglestone Junction C6 signal, have been converted to spring-worked points.

Signalling Alterations – (Crigglestone Junction)

The Crigglestone Junction Down Home signal has been replaced by a 3-aspect colour light signal plated C30 situated 185 yards further from the signal box. A Junction Route Indicator position 1 has been provided and the following indications apply:—

Aspect	Route Indication	Destination
Main		Down Main
Main	Junction Indicator Position 1	Up Branch

Up Branch colour light signal C23 has been replated HM247R and this signal now functions as Distant signal to Healey Mills signal HM247.

Down Branch Home signal C5 has been re-positioned 30 yards further from the signal box and now applies to the single line.

Down Branch signal DB45 has been replated C5R and now applies to the single line.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** BETWEEN HORBURY STATION JUNCTION AND CRIGGLESTONE JUNCTION - continued

The following signals have been abolished:-

Up Branch colour light signal UB45
Down Branch colour light signal HM251
Gantry carrying the Down Main semaphore Starting signals to Up Branch and Down Main.

Horbury Station Junction

The Healey Mills controlled ground position light signal HM244 no longer displays indication "D" (route to Down Fast not now available). A route indication will not now be displayed by HM244 signal when cleared in conjunction with the clearing of HM247 signal. (23)

** GASCOIGNE WOOD DOWN SIDINGS

The run-round line between 6m. 14ch. and 5m. 65ch. has been secured out of use until further notice. (23)

** WAKEFIELD KIRKGATE - KIRKGATE WEST JUNCTION

A new trailing lead has been installed to connect from the Down L. & Y. Slow line to the Up L. & Y. Slow line approximately 100 yards east of the former Wakefield West signal box.

The route indications on Wakefield Kirkgate signals K1216 and K1218 to Up L. & Y. lines have been brought into use and the following indications now apply:-

Signal No.	Line	Aspect	Route Indication		Destination
			Theatre-Type Route	Indications	
K1216	Down L. & Y. (Up Direction)	Main		"F"	Up L. & Y. Fast (HJ76)
		Main		"S"	Up L. & Y. Slow (HJ74)
		Main		"W"	Up Westgate Curve L.249
K1218	Up Kirkgate Through	Main	Junction Route		Up L. & Y. Fast (HJ76)
			Indicator Position		
			No.		
				2	Up L. & Y. Fast (HJ76)
				1	Up L. & Y. Slow (HJ74)
				4	Up Westgate Curve L.249 Signal. (22)

** DEWSBURY RAILWAY STREET

The points leading to No.6 Siding have been secured out of use in the reverse position and the line leading to A & B Shed and Nos.1, 2 and 3 Sidings has been taken out of use pending track renewal. (22)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
DETAILS OF WORK ALREADY CARRIED OUT - continued

****WHITLEY BRIDGE**

The Down siding between Sudforth Lane and Whitley Bridge has been shortened by 1300 yards and the buffer stop will be re-sited at 61m. 71ch. (22)

****CUTSYKE JN.**

Signal CJ.1024 reading from Up Main to Castleford line no longer displays a Position 4 Junction Indicator. (22)

Signal
(23)

ice.
(23)

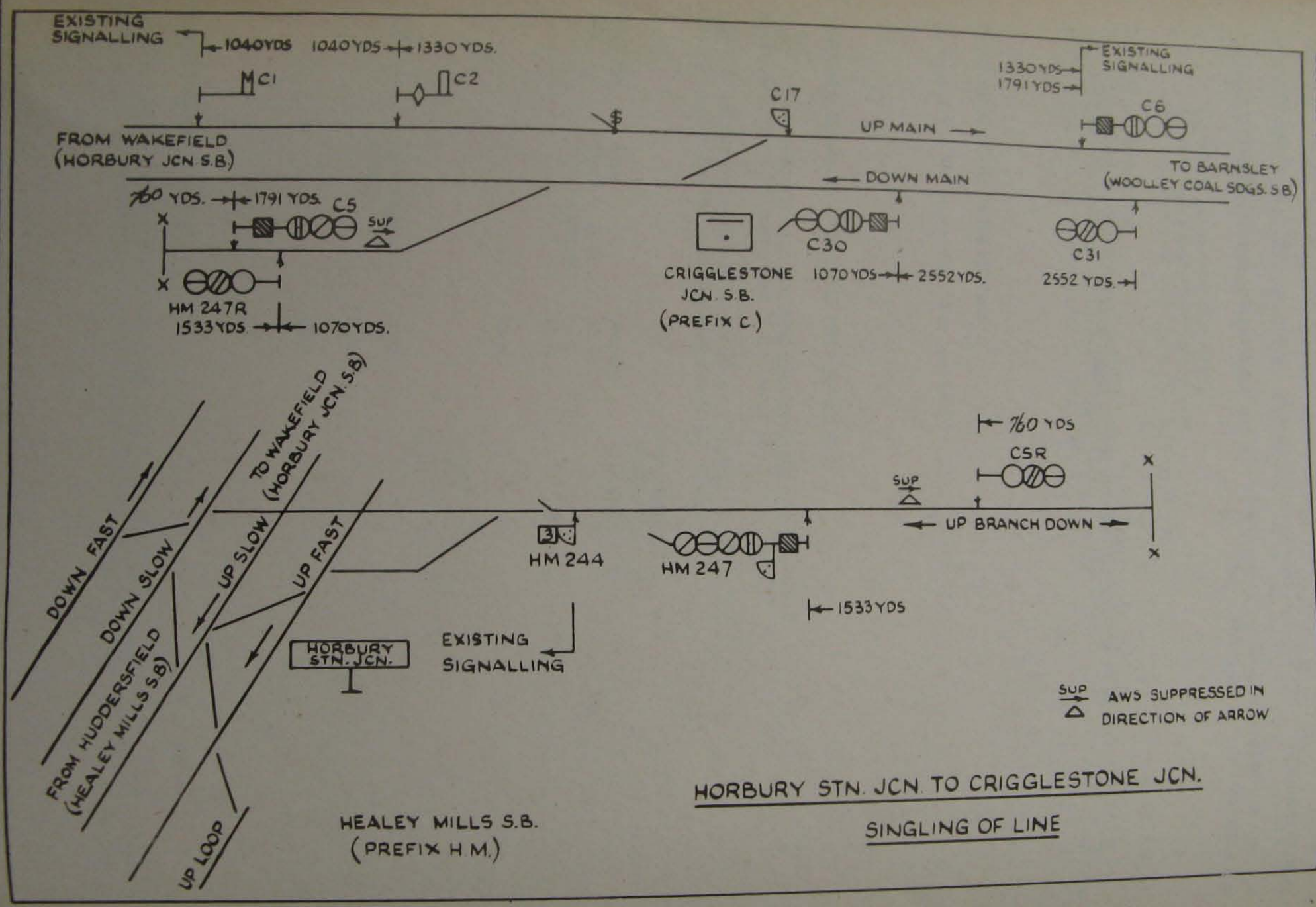
Y. Slow

en

49

249
(22)

line
wal.
(22)



GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

RULE BOOK

Section H, Clause 4.4.2.

Add as final sentence:—

If two single cab locomotives are in multiple and the rearmost cab is fitted with an emergency brake valve, the Guard must ride in that cab. (23D)

GENERAL APPENDIX

Part 1 – Section 1

Pages 1.5 and 1.6

STANDARD CLASSIFICATION OF TRAINS

Page 1.6

Note 3-

Amend the first sentence of the second paragraph to:—

If a parcels or fully-fitted freight train is hauled by a single cab locomotive, or by two single cab locomotives in multiple and the driving cab of the rear-most locomotive is not equipped with an emergency brake valve a brakevan must be provided. (23D)

ALTERATIONS TO SECTIONAL APPENDIX (NORTHERN AREA)

List of lines in the sequence used throughout the book

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Wakefield Westgate South Jn. to Wakefield Kirkgate West Jn.

89

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WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN. AND BRANCHES

Wakefield Kirkgate West Jn. to Goole Potters Grange

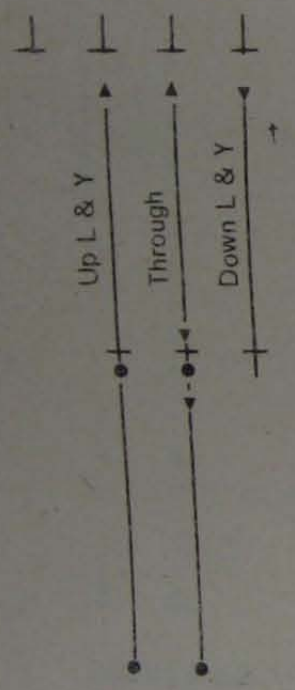
123-128
(23D)

SINGLING OF LINE

HEALEY MILLS S.B.
(PREFIX H.M.)

UP LOOP

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
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page 89 X Y		WAKEFIELD WESTGATE SOUTH JN. TO WAKEFIELD KIRKGATE WEST					
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		Wakefield Westgate South Jn. (See page 85)	0.00				Controlled by Leeds box,
		Wakefield Kirkgate West Jn. (See page 93)	0.22				Controlled by Kirkgate box. (23D)

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
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Pages 93 and 94 (Page 53 Supp. Optg. Insts.) EASTWOOD LMR TO NORMANTON GOOSE HILL JN. Delete all details Wakefield (K) West inclusive to Goose Hill Jn. inclusive and substitute :- <div style="display: flex; align-items: center; margin: 10px 0;">  <div style="margin-left: 20px;"> UGL 70 DGL 70 </div> </div>							
		Wakefield Kirkgate West Jn.	47.38	10	10	All lines 47m. 38ch. and 48m. 5ch.	
		Wakefield Kirkgate	47.62				
		Wakefield Kirkgate	47.76	10		All lines to Calder Bridge line 47m. 68ch. and 48m. 15ch.	
		Turners Lane Jn. (See page 109)	48.33		15	To Calder Bridge line.	
					40	49m. 73ch. and 49m. 06ch.	
				20		50m. 26ch. and 50m. 31ch.	
				20		To Slow line at 50m. 28ch.	
		Goose Hill Jn. (See page 112)	50.31				(23D)

† Permissive working for passenger trains authorised.

Running Lines and Signalling System	Loops and Refuge Sidings	Location	Mileage M. Ch.	Permanent Speed Restrictions		Catch, Spring and Unworked trailing points	Remarks
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Page 123 (Page 68 Supp Optg Insts) WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN. Delete heading and all details on this page and substitute :- WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN. WAKEFIELD KIRKGATE WEST AND ENGINE SHED JN. ENGINE SHED JN. AND POTTERS GRANGE JN.							
		Kirkgate West Jn.	47.38				
		Wakefield Kirkgate	47.62				
		Wakefield Kirkgate (K)	47.76		10	47m. 68ch. and 47m. 38ch.	
		Calder Bridge Jn. (See page 109)	48.32		15	To Turners Lane Curve line	
				40	40	48m. 56ch. and 49m. 0ch.	
							(23D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

BRADFORD FORESTER SQUARE STATION

From 08 00 to 17 00 on Tuesday 11 May drivers of trains arriving in Nos.1 and 2 platforms may be required to stop short on the platforms indicated by handsignalmen. Until 17 00 Friday 11 May.

DONCASTER STATION - PLATFORM 8

Guards of Passenger trains stopping at Platform 8 at Doncaster should advise passengers to take care when alighting as Platform reconstruction is taking place.

SHIPLEY STATION

From 07 30 to 17 00 daily, drivers of trains stopping at No.3 Platform, Shipley Station, to observe instructions of handsignalman and/or warning notices during raising and resurfacing of Platform area.

PONTEFRACT MONKHILL STATION

Until further notice, from 07 30 to 17 00 daily, drivers of trains stopping in the up platform to observe instructions of Hand Signalman and/or warning notices during raising and shortening of platform area.

PANNAL STATION

From 07 30 to 17 00 daily, drivers of trains stopping at Pannal Station to observe instructions of Hand Signalman and/or warning notices during repairs to platform areas.

BARDIC HAND LAMPS - BATTERY TYPE AD28

It is apparent that to overcome the problem of batteries moving inside these lamps, a practice has arisen of inserting packing between the battery and body of the lamp.

It can cause damage to both the battery and its associated equipment and lead to a potential hazard in that the lamps may fail without any prior warning.

All staff are advised that packing should not be inserted inside the lamps, and if a problem is found with batteries moving, which is understood to be caused by a defect in the lamp, the lamp should be treated as one requiring repair or replacement. (MO/33/18/1)

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
21 MAY, 1982

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 13 JUNE - GASCOIGNE WOOD

The trailing crossover between the Down and Up Milford lines together with the associated signalling will be abolished pending re-signalling. (27)

DETAILS OF WORK ALREADY CARRIED OUT

FEATHERSTONE (Between Crofton East Junction and Pontefract West Junction)

The catchpoints in the Up Main line at 55m. 13ch. (920 yards before reaching Prince of Wales POW 350 signal) have been removed and plain line installed. (26)

SOUTH KIRKBY JUNCTION

The catch points in the Down Main line at 165m 73ch situated 1170 yards before reaching L645 signal have been removed and plain line installed. (26)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

* Items marked thus will not appear in future issues and a note must be taken of them by all concerned

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

Page 363

Add:— BARNSELY STATION JN. TO HORBURY JN.

WOOLLEY COAL SIDING

Light locomotives. The Guard must not authorise the movement of a light locomotive into the sidings beyond the "Stop and Examine Points" board without first obtaining permission and instructions from the N.C.B. staff.

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES B.R.30059/5

Page 22

WOOLLEY COAL SIDINGS

Delete all instructions and **substitute:—**
WOOLLEY COAL SIDING

1. All trains must be propelled into the siding from the Down Main line.
2. When a train is propelled into the sidings, it must be stopped with the locomotive in rear of the colliery outlet signal, where the Driver must await further instructions.

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:—

Location	Nature of work	Duration	Commencing Date
----------	----------------	----------	-----------------

NEVILLE HILL DEPOT

Excavation work is taking place in the sixfoots between one, two and three roads in the refuelling shed. Drivers alighting from engines in the shed must ensure they can do so safely.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

SEACOW BALLAST HOPPER WAGONS

Providing that the existing load, length limits, etc. are not exceeded then in the case of trains containing one or more Seacow wagons numbered in the range DB 980000 - 980250, the maximum weight of train behind the leading Seacow wagon shall not exceed 576t, and over steeply graded routes shall be further restricted in accordance with the following table:-

Gradient	Maximum Trailing Weight - Tons
Steeper than 1 in 40 rising	384
1 in 40 to 1 in 46 rising	448
1 in 47 to 1 in 56 rising	512
Less than 1 in 56 rising	576

(31D)

DONCASTER STATION - PLATFORM 8

Guards of Passenger trains stopping at Platform 8 at Doncaster should advise passengers to take care when alighting as Platform reconstruction is taking place.

PONTEFRACT MONKHILL STATION

Until further notice, from 07 30 to 17 00 daily, drivers of trains stopping in the up platform to observe instructions of Hand Signaller and/or warning notices during raising and shortening of platform area.

PANNAL STATION

From 07 30 to 17 00 daily, drivers of trains stopping at Pannal Station to observe instructions of Hand Signaller and/or warning notices during repairs to platform areas.

BARDIC HAND LAMPS - BATTERY TYPE AD28

It is apparent that to overcome the problem of batteries moving inside these lamps, a practice has arisen of inserting packing between the battery and body of the lamp.

It can cause damage to both the battery and its associated equipment and lead to a potential hazard in that the lamps may fail without any prior warning.

All staff are advised that packing should not be inserted inside the lamps, and if a problem is found with batteries moving, which is understood to be caused by a defect in the lamp, the lamp should be treated as one requiring repair or replacement.

(MO/33/18/1)

MP.32/NS

G. GRAHAM
Chief Operating ManagerYork
4 JUNE, 1982

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 20 JUNE - WAKEFIELD KIRKGATE (KIRKGATE EAST JUNCTION)

A new facing connection (at the signal box end of the station) will be installed and brought into use leading from Up L & Y to the Kirkgate Through line.

Signalling Alterations:-

In conjunction with the above, the following additional signal routes will be brought into use on existing signals:-

Signal	Line	Aspect	Route Indication	Application
K1238	Up Kirkgate Goods loop	M - Main	Junction Indicator position '4'	Up Kirkgate Through
		S - Sub	Junction Indicator position '4'	Up Kirkgate Through line occupied
K1236	Up L & Y	M	Junction Indicator position '4'	Up Kirkgate Through
		S	Junction Indicator position '4'	Up Kirkgate Through line occupied
K1231	Down Kirkgate Through	S	'X' (theatre-type route indication)	Up Kirkgate Goods Loop line occupied (28)

SUNDAY 20 JUNE - DEARNE VALLEY NORTH JUNCTION

The rear indication on theatre-type route indicator on C91 signal will be abolished. (28)

SUNDAY 20 JUNE - MILFORD

The Down Branch semaphore Starting signal, together with the Gascoigne Wood Down Branch Distant below, will be abolished and replaced by a new 4-aspect colour light signal (plated M15) 50 yards nearer to the signal box.

An A.W.S. track Inductor and a signal-post telephone will be provided. (28)

DETAILS OF WORK ALREADY CARRIED OUT

MOORTHORPE STATION JN. TO FERRYBRIDGE SOUTH JN.

The catch points situated on the Down line at 10m. 44ch., 1237 yds before reaching F591 signal have been removed and replaced by plain line. (New Item) (28)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

GASCOIGNE WOOD

The trailing crossover between the Down and Up Milford lines together with the associated signalling have been abolished pending re-signalling. (27)

FEATHERSTONE (Between Crofton East Junction and Pontefract West Junction)

The catchpoints in the Up Main line at 55m. 13ch. (920 yards before reaching Prince of Wales POW 350 signal) have been removed and plain line installed. (26)

SOUTH KIRKBY JUNCTION

The catch points in the Down Main line at 165m 73ch situated 1170 yards before reaching L645 signal have been removed and plain line installed. (26)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

****** *Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
Page 106						
		HORBURY STATION JN. TO CRIGGLESTONE JN. Horbury Station Jn.				
	Amend :-			20	44m. 11ch. and 44m. 16ch.	
		Crigglestone Jn.				
	Add :-			30	45m. 53ch. and 45m. 56ch.	(31D)

LOCAL INSTRUCTIONS

Page 363

Add:- BARNSELY STATION JN. TO HORBURY JN.

WOOLLEY COAL SIDING

Light locomotives. The Guard must not authorise the movement of a light locomotive into the sidings beyond the "Stop and Examine Points" board without first obtaining permission and instructions from the N.C.B. staff.

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Page 370 (Page 143 - Supp. Optg. Insts.)

DRAX POWER STATION BRANCH

Drax Power Station Level Crossing

First Paragraph

Delete and Substitute :-

The instructions in the General Appendix Section 7 headed "Automatic Open Crossings Locally monitored (A.O.C.L.) - At Crossings where trains are not required to stop" apply, except that a failure of the white flashing light must be reported to the C.E.G.B. Controller.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

LOCAL INSTRUCTIONS - continued

Page 393 (Page 149 - Supp. Optg. Insts.)

HULL DOCKS

KING GEORGE DOCK, EASTERN ACCESS L.C.

Delete and Substitute:-

The instructions in the General Appendix Section 7 headed "Automatic Open Crossings Locally monitored (A.O.C.L.) - At Crossings where trains are not required to stop" apply. No advance warning boards, however, are provided.

Speed over the crossing must not exceed 5 m.p.h.

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES B.R.30059/5

Page 22

WOOLLEY COAL SIDINGS

Delete all instructions and substitute:-
WOOLLEY COAL SIDING

1. All trains must be propelled into the siding from the Down Main line.
2. When a train is propelled into the sidings, it must be stopped with the locomotive in rear of the colliery outlet signal, where the Driver must await further instructions.

MISCELLANEOUS NOTICES

DONCASTER TRACTION MAINTENANCE DEPOT (OLD STEAM SHED)

UNTIL FURTHER NOTICE

Due to the condition of the above roof, locomotives can no longer be stabled inside the old steam shed. (28)

BRADFORD EXCHANGE STATION

From 07 30 to 17 00 each Sunday until further notice, Drivers of trains stopping in No.1 Platform to observe instructions of hand signalman and/or warning notices during repairs to Platform (28)

SEACOW BALLAST HOPPER WAGONS

Providing that the existing load, length limits, etc. are not exceeded then in the case of trains containing one or more Seacow wagons numbered in the range DB 980000 - 980250, the maximum weight of train behind the leading Seacow wagon shall not exceed 576 t, and over steeply graded routes shall be further restricted in accordance with the following table:-

Gradient	Maximum Trailing Weight - Tons
Steeper than 1 in 40 rising	384
1 in 40 to 1 in 46 rising	448
1 in 47 to 1 in 56 rising	512
Less than 1 in 56 rising	576

(31D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

DONCASTER STATION - PLATFORM 8

Guards of Passenger trains stopping at Platform 8 at Doncaster should advise passengers to take care when alighting as Platform reconstruction is taking place. (26)

PONTEFRACT MONKHILL STATION

Until further notice, from 07 30 to 17 00 daily, drivers of trains stopping in the up platform to observe instructions of Hand Signaller and/or warning notices during raising and shortening of platform area. (26)

PANNAL STATION

From 07 30 to 17 00 daily, drivers of trains stopping at Pannal Station to observe instructions of Hand Signaller and/or warning notices during repairs to platform areas. (26)

BARDIC HAND LAMPS - BATTERY TYPE AD28

It is apparent that to overcome the problem of batteries moving inside these lamps, a practice has arisen of inserting packing between the battery and body of the lamp.

It can cause damage to both the battery and its associated equipment and lead to a potential hazard in that the lamps may fail without any prior warning.

All staff are advised that packing should not be inserted inside the lamps, and if a problem is found with batteries moving, which is understood to be caused by a defect in the lamp, the lamp should be treated as one requiring repair or replacement. (MO/33/18/1) (26)

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of work	Duration	Commencing Date
----------	----------------	----------	-----------------

NEVILLE HILL DEPOT

Excavation work is taking place in the sixfeet between one, two and three roads in the refuelling shed. Drivers alighting from engines in the shed must ensure they can do so safely.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
11 JUNE, 1982

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 27 JUNE – BETWEEN PECKFIELD AND GASCOIGNE WOOD – ALSO BETWEEN GASCOIGNE WOOD AND MILFORD AND SHERBURN-IN-ELMET SOUTH

The junction between the Down and Up Hull lines and the Milford Branch also between the Down and Up Hull lines and the Sherburn Branch will be re-modelled and new single lead junctions formed.

New and altered colour light signalling will be commissioned and the Track Circuit Block Regulations will apply on all lines between Gascoigne Wood and Peckfield (Down and Up Hull lines; between Gascoigne Wood and Sherburn-in-Elmet South (Down and Up Sherburn lines) and between Gascoigne Wood and Milford (Down and Up Milford lines).

N.C.B. North Side Sidings

Down Reception 2 will be taken out of use.

Down Reception 1 will be reinstated as a Run-Round.

Reference should be made to the diagrams included in this notice.

Alterations to Existing Signalling P = Peckfield, GW = Gascoigne Wood**Down Hull**

P17 signal will now function as a 4-aspect signal.

P21 signal will now function as a 4-aspect automatic signal replated P1817.

The Down Distant signal GW10 will be converted to a 4-aspect automatic signal replated GW1825.

GW11 and GW12 colour light signals will be abolished.

The 'LIMIT OF SHUNT' on the Down Hull (Gascoigne Wood side of Hambleton Construction Sidings), will be abolished and the offset subsidiary on the Hambleton Construction Sidings Departure line 3-aspect signal GW1848 will apply instead towards the new ground position light signal GW5928.

Down Milford

GW41 signal will be replated GW1835. A new centralised subsidiary and theatre type route indicator will be provided. (See description of signals).

Up Hull

A new subsidiary and theatre type route indicator will be provided for future use on GW1846 signal.

GW59 colour light signal will be abolished.

GW58 signal will now function as a 4-aspect automatic signal replated GW1818.

The Up Hull Distant signal PR1 will be converted to a 4-aspect automatic signal and replated P1808.

Semaphore Signals Abolished**(Sherburn Branch)**

Sherburn-in-Elmet South Sherburn semaphore Starting (together with the Gascoigne Wood colour light Distant on the same post).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 27 JUNE - BETWEEN PECKFIELD AND GASCOIGNE WOOD - ALSO BETWEEN GASCOIGNE WOOD AND MILFORD AND SHERBURN-IN-ELMET SOUTH - continued

Semaphore Signals Abolished - continued

(Sherburn Branch) - continued

The Gascoigne Wood Up Sherburn Starting signal together with the Sherburn-in-Elmet South Distant signal below.

The Down Sherburn 4-aspect colour light signal GW57 will also be abolished.

(Milford Branch)

Gascoigne Wood Up Milford Branch Starting, together with the Milford Up Distant below.

Description of Signals

GW = Gascoigne Wood; P = Peckfield; SS = Sherburn-in-Elmet South; M = Milford

Signal	Line	Aspect M=Main S=Sub	Route Indication or Junction Indicator Position No.	Destination
Down Direction				
P1821	Down Hull	M		GW1823
GW1823	Down Hull	M		GW1825
GW1825	Down Hull	M		GW1833
GW1829	Down Sherburn Distant			GW1831
GW1831	Down Sherburn	M	"L"	Gascoigne Wood Down Goods Loop
		M		GW1847
		S	"Y"	GW5919
GW1833	Down Hull	M	"L"	Gascoigne Wood Down Goods Loop (GW1843)
		M		Down Hull (1847 existing)
		S	"Y"	Gascoigne Wood Down Goods Loop (GW5919)
M15	Down Milford	M		GW1835
GW1835	Down Milford	M	"L"	Gascoigne Wood Down Goods Loop
		M		GW1847
		S		GW5919
GW1843	Gascoigne Wood Down Goods Loop	M		GW1847 (Down Hull)
		S		Shunt Neck
Up Direction				
GW1846	Up Hull	M		GW1836
GW1838	Gascoigne Wood Down Goods Loop (Up direction)	M	"M"	Up Milford
		M	"U"	Up Hull
		M	"S"	Up Sherburn
GW1836	Up Hull	M	Position 1	Up Milford M62
		M		Up Hull (GW1818)
		M	Position 4	Up Sherburn (SS23)
GW1818	Up Hull	M		GW1816
GW1816	Up Hull	M		GW1814
GW1814	Up Hull	M		GW1812

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 27 JUNE - BETWEEN PECKFIELD AND GASCOIGNE WOOD - ALSO BETWEEN GASCOIGNE WOOD AND MILFORD AND SHERBURN-IN-ELMET SOUTH - continued

Description of Signals - continued

GW = Gascoigne Wood; P = Peckfield; SS = Sherburn-in-Elmet South; M = Milford

Up Direction - continued

Signal	Line	Aspect M=Main S=Sub	Route Indication or Junction Indicator Position No.	Destination
GW1812	Up Hull	M		P1808 (existing)
SS25	Up Sherburn Distant			SS23
M55	Up Milford Distant			M62

Ground Position Light Signals

Signal	Line	Route Indication	Destination
GW5907	Up Milford	"Y"	GW5919
		"D"	GW1847
GW5909	Up Hull	"Y"	GW5919
		"D"	GW1847
GW5914	Down Hull	"M"	Up Milford
		"U"	Up Hull
GW5916	Run-round	"S"	Up Sherburn
		"M"	Up Milford
		"U"	Up Hull
		"S"	Up Sherburn
		"H"	Shunt Neck
GW5919	Gascoigne Wood		
	Down Goods Loop		GW1843
GW5921	N.C.B. North Side Sidings	"H"	Shunt Neck
		"D"	Down Hull
GW5924	Down Goods Loop/ Shunt Neck	"L"	Down Goods Loop line occupied
		"R"	Run-round
		"N"	North Sidings
GW5926	Down Hull	"D"	GW5914
		"Y"	GW5924
GW5927	Up Hull		Down Hull
GW5928	Down Hull	"U"	Up Hull
		"D"	Down Hull

Automatic Warning System

A.W.S. track inductors will be provided at all new colour light signals.

(29)

DETAILS OF WORK ALREADY CARRIED OUT

WAKEFIELD KIRKGATE (KIRKGATE EAST JUNCTION)

A new facing connection (at the signal box end of the station) has been installed and brought into use leading from Up L & Y to the Kirkgate Through Line.

Signalling Alterations:-

In conjunction with the above, the following additional signal routes have been brought into use on existing signals:-

Signal	Line	Aspect M - Main S - Sub	Route Indication	Application
K1238	Up Kirkgate Goods loop	M	Junction Indicator position '4'	Up Kirkgate Through

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

WAKEFIELD KIRKGATE (KIRKGATE EAST JUNCTION) - continued

Signal	Line	Aspect M - Main S - Sub	Route Indication	Application
		S	Junction Indicator position '4'	Up Kirkgate Through line occupied
K1236	Up L & Y	M	Junction Indicator position '4'	Up Kirkgate Through
		S	Junction Indicator position '4'	Up Kirkgate Through line occupied
K1231	Down Kirkgate Through	S	'X' (theatre-type route indication)	Up Kirkgate Goods Loop line occupied (28)

DEARNE VALLEY NORTH JUNCTION

The rear indication on theatre-type route indicator on C91 signal has been abolished. (28)

MILFORD

The Down Branch semaphore Starting signal, together with the Gascoigne Wood Down Branch Distant below, have been abolished and replaced by a new 4-aspect colour light signal (plated M15) 50 yards nearer to the signal box.

An A.W.S. track Inductor and a signal-post telephone have been provided. (28)

MOORTHORPE STATION JN. TO FERRYBRIDGE SOUTH JN.

The catch points situated on the Down line at 10m. 44ch., 1237 yds before reaching F591 signal have been removed and replaced by plain line. (28)

GASCOIGNE WOOD

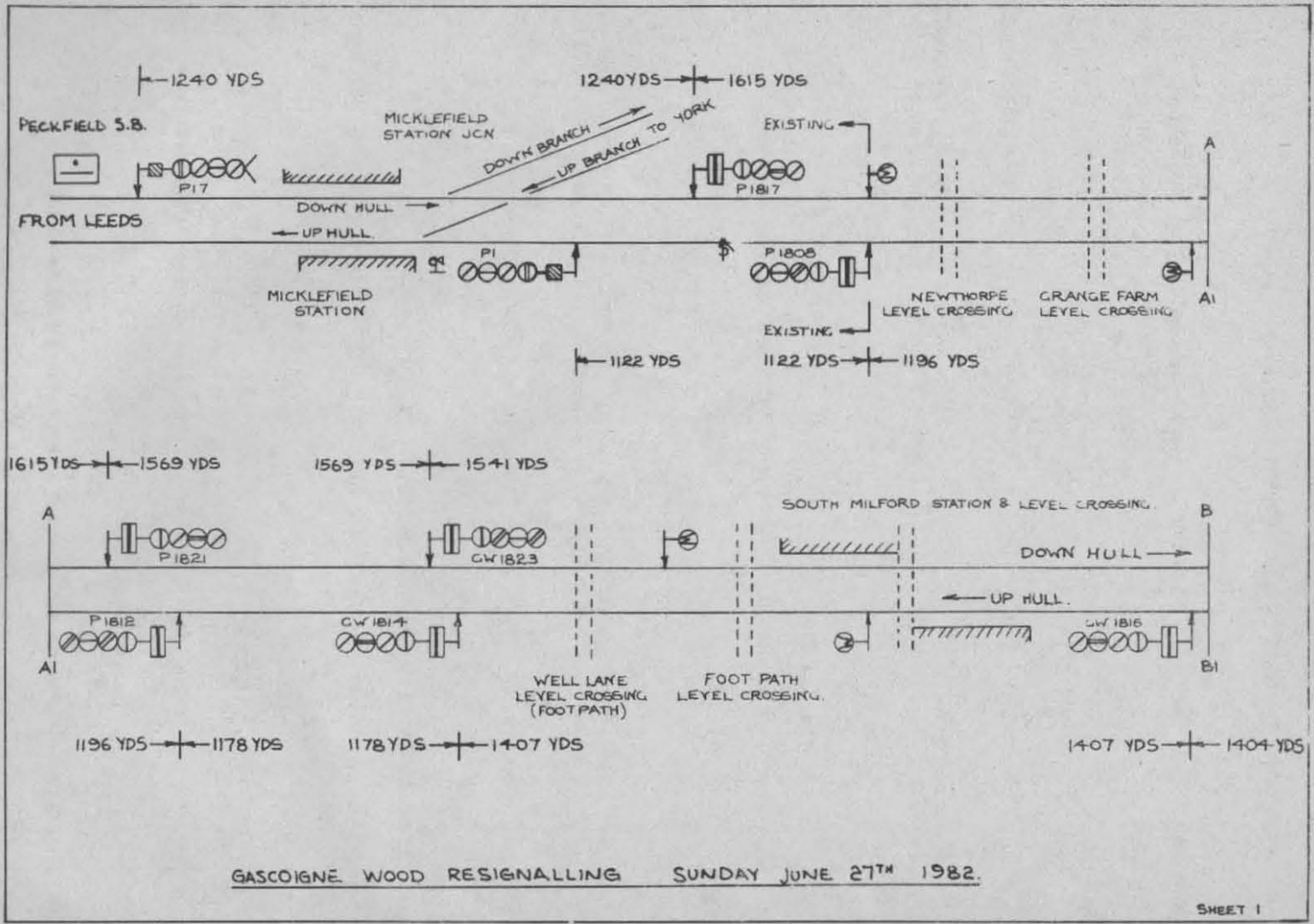
The trailing crossover between the Down and Up Milford lines together with the associated signalling have been abolished pending re-signalling. (27)

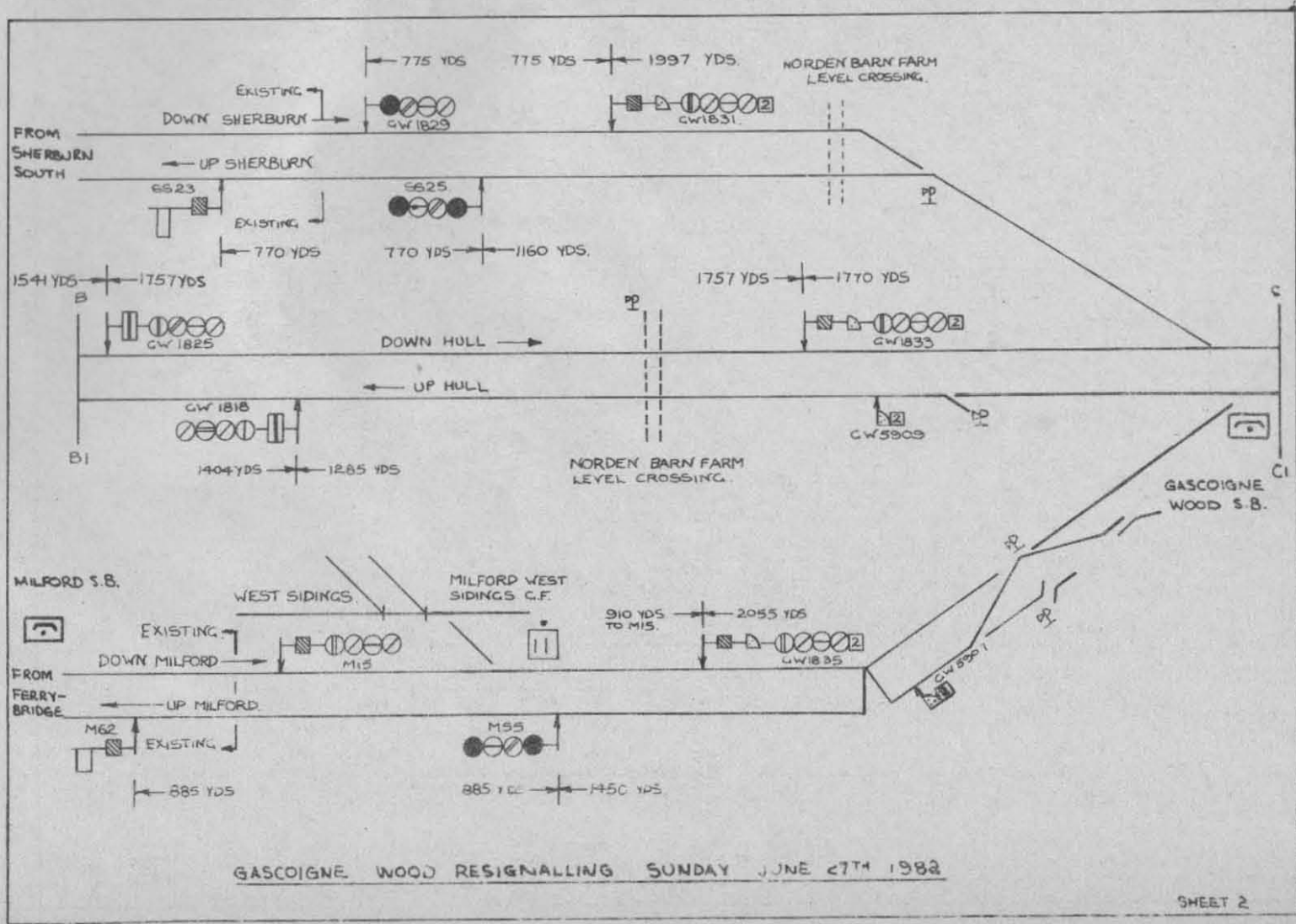
**FEATHERSTONE (Between Crofton East Junction and Pontefract West Junction)

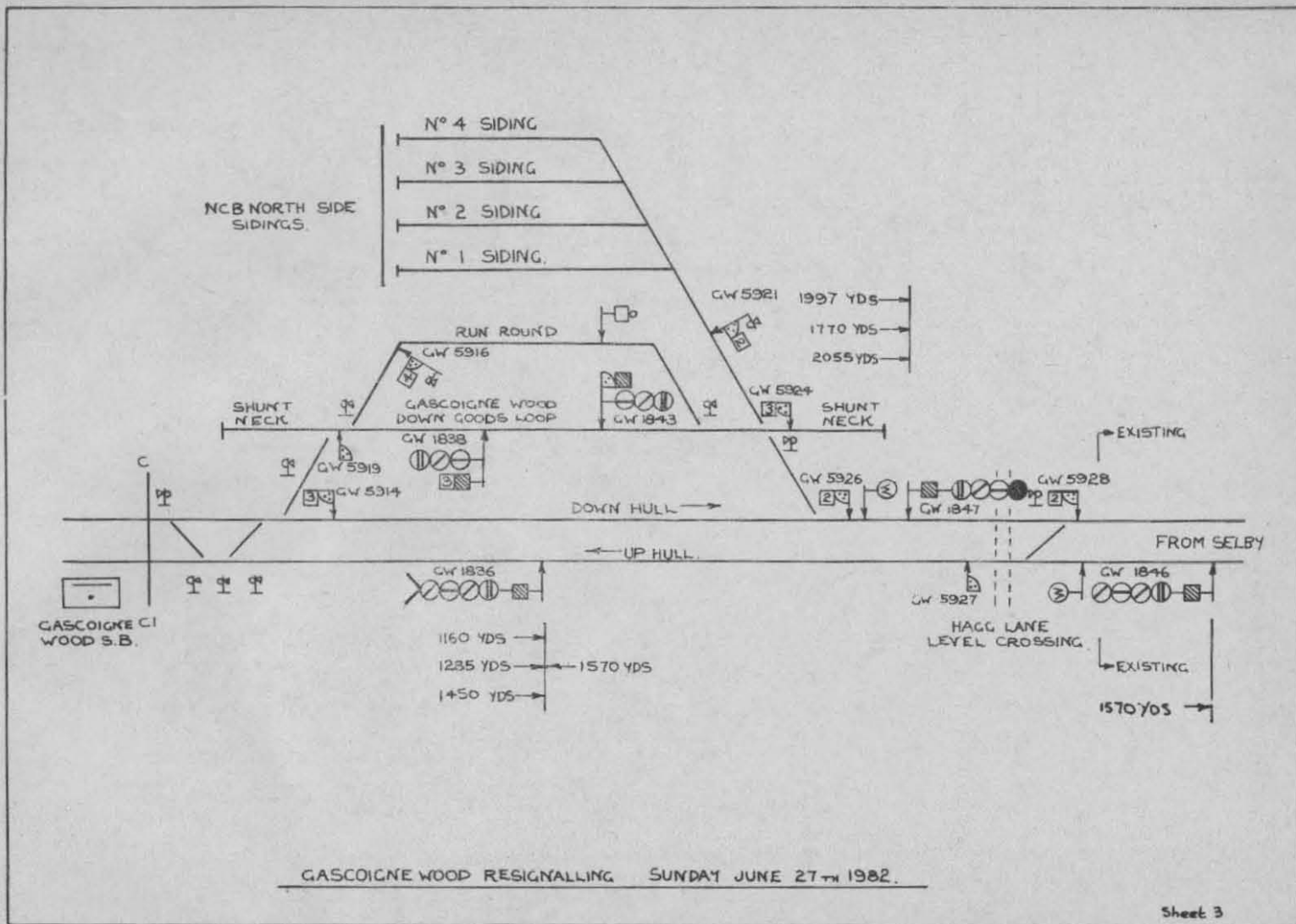
The catchpoints in the Up Main line at 55m. 13ch. (920 yards before reaching Prince of Wales POW 350 signal) have been removed and plain line installed. (26)

**SOUTH KIRKBY JUNCTION

The catch points in the Down Main line at 165m 73ch situated 1170 yards before reaching L645 signal have been removed and plain line installed. (26)







GASCOIGNE WOOD RESIGNALLING SUNDAY JUNE 27th 1982.

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

**
* Items marked thus will not appear in future issues and a note must be taken of them by all concerned

E.R. SECTIONAL APPENDIX (NORTHERN AREA)

TABLE A : DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 27 (Page 18 Supp. Optg. Insts.)						
DONCASTER BLACK CARR JN. TO BERWICK						
At Marshgate Jn.						
Amend :-				70	To Leeds line 156m. 28ch. and 156m. 72ch. w.e.f. 14 00 Monday 28 June	
Between Marshgate Jn. and Moat Hills LC						
Amend :-				105	105 156m. 53ch. and 157m. 0ch. w.e.f. 14 00 Monday 28 June	
Between Moat Hills LC and Bentley Lane LC						
Delete :-				100	100 157m. 0ch. and 160m. 60ch. w.e.f. 14 00 Monday 28 June (31D)	
Page 28						
DONCASTER BLACK CARR JN. TO BERWICK						
Between Daw Lane LC and Shaftholme Jn.						
Add :-				100	100 160m. 0ch. and 160m. 30ch. (w.e.f. 14 00 Monday 28 June) (31D)	
Page 82 (Page 49 Supp. Optg. Insts.)						
DONCASTER MARSHGATE JN. TO LEEDS WEST JN.						
At Dock Hills LC						
Delete :-				60	156m. 72ch. and 156m. 28ch. w.e.f. 14 00 Monday 28 June	
Page 82						
Between Dock Hills LC and Bentley LC						
Add :-				70	156m. 72ch. and 156m. 28ch. w.e.f. 14 00 Monday 28 June	
Page 83 (Page 49 Supp. Optg. Insts.)						
Between Bentley LC and Castle Hills South Jn.						
Delete :-				70	157m. 20ch. and 156m. 72ch. w.e.f. 14 00 Monday 28 June (31D)	
Page 106						
HORBURY STATION JN. TO CRIGGLESTONE JN.						
Horbury Station Jn.						
Amend :-				20	44m. 11ch. and 44m. 16ch.	
Crigglistone Jn.						
Add :-				30	45m. 53ch. and 45m. 56ch. (31D)	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

LOCAL INSTRUCTIONS

Page 363

Add:- BARNSELY STATION JN. TO HORBURY JN.

WOOLLEY COAL SIDING

Light locomotives. The Guard must not authorise the movement of a light locomotive into the sidings beyond the "Stop and Examine Points" board without first obtaining permission and instructions from the N.C.B. staff.

WAKEFIELD KIRKGATE EAST TO GOOLE POTTERS GRANGE JN.

Page 370 (Page 143 - Supp. Optg. Insts.)

DRAX POWER STATION BRANCH

Drax Power Station Level Crossing

First Paragraph

Delete and Substitute:-

The instructions in the General Appendix Section 7 headed "Automatic Open Crossings Locally monitored (A.O.C.L.) - At Crossings where trains are not required to stop" apply, except that a failure of the white flashing light must be reported to the C.E.G.B. Controller.

Page 393 (Page 149 - Supp. Optg. Insts.)

HULL DOCKS

KING GEORGE DOCK, EASTERN ACCESS L.C.

Delete and Substitute:-

The instructions in the General Appendix Section 7 headed "Automatic Open Crossings Locally monitored (A.O.C.L.) - At Crossings where trains are not required to stop" apply. No advance warning boards, however, are provided.

Sneed over the crossing must not exceed 5m.p.h.

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES B.R.30059/5

Page 22

WOOLLEY COAL SIDINGS

Delete all instructions and substitute:-**WOOLLEY COAL SIDING**

1. All trains must be propelled into the siding from the Down Main line.
 2. When a train is propelled into the sidings, it must be stopped with the locomotive in rear of the colliery outlet signal, where the Driver must await further instructions.
-

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

DONCASTER TRACTION MAINTENANCE DEPOT (OLD STEAM SHED)

UNTIL FURTHER NOTICE

Due to the condition of the above roof, locomotives can no longer be stabled inside the old steam shed. (28)

BRADFORD EXCHANGE STATION

From 07 30 to 17 00 each Sunday until further notice, Drivers of trains stopping in No.1 Platform to observe instructions of hand signalman and/or warning notices during repairs to Platform (28)

SEACOW BALLAST HOPPER WAGONS

Providing that the existing load, length limits, etc. are not exceeded then in the case of trains containing one or more Seacow wagons numbered in the range DB 980000 - 980250, the maximum weight of train behind the leading Seacow wagon shall not exceed 576t, and over steeply graded routes shall be further restricted in accordance with the following table:-

Gradient	Maximum Trailing Weight - Tons	
Steeper than 1 in 40 rising	384	
1 in 40 to 1 in 46 rising	448	
1 in 47 to 1 in 56 rising	512	
Less than 1 in 56 rising	576	(31D)

** DONCASTER STATION - PLATFORM 8

Guards of Passenger trains stopping at Platform 8 at Doncaster should advise passengers to take care when alighting as Platform reconstruction is taking place. (26)

** PONTEFRAC T MONKHILL STATION

Until further notice, from 07 30 to 17 00 daily, drivers of trains stopping in the up platform to observe instructions of Hand Signalman and/or warning notices during raising and shortening of platform area. (26)

** PANNAL STATION

From 07 30 to 17 00 daily, drivers of trains stopping at Pannal Station to observe instructions of Hand Signalman and/or warning notices during repairs to platform areas. (26)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

** BARDIC HAND LAMPS - BATTERY TYPE AD28

It is apparent that to overcome the problem of batteries moving inside these lamps, a practice has arisen of inserting packing between the battery and body of the lamp.

It can cause damage to both the battery and its associated equipment and lead to a potential hazard in that the lamps may fail without any prior warning.

All staff are advised that packing should not be inserted inside the lamps, and if a problem is found with batteries moving, which is understood to be caused by a defect in the lamp, the lamp should be treated as one requiring repair or replacement.

(MO/33/18/1) (26)

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of work	Duration	Commencing Date
----------	----------------	----------	-----------------

NEVILLE HILL DEPOT

Excavation work is taking place in the sixfeet between one, two and three roads in the refuelling shed. Drivers alighting from engines in the shed must ensure they can do so safely.

MP.32/NS

G. GRAHAM
Chief Operating ManagerYork
18 JUNE, 1982

Receipt of this notice need not be acknowledged. If the NS notice is not received by the normal time, advise your Supervisor.



NS

EASTERN REGION

27

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 3 JULY

TO

FRIDAY 9 JULY 1982

INCLUSIVE

INC. GASCOIGNE WOOD RESIGNALLING

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 4 JULY – SOUTH KIRKBY JUNCTION**

Down Main 4-aspect signal L653 (with off-set subsidiary and route indicator applying towards the Bunker lines), will be re-positioned 200 yards further south.

The AWS track inductor will be re-positioned accordingly. (30)

SUNDAY 4 JULY – MIRFIELD UP SIDINGS GROUND FRAME

The points leading to the Up Sidings will be secured out of use in the normal position pending removal. (30)

SUNDAY 4 JULY – RAVENSTHORPE GROUND FRAMES

The ground frames will be abolished and the associated points will be secured out of use in the normal position pending removal. (30)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN PECKFIELD AND GASCOIGNE WOOD – ALSO BETWEEN GASCOIGNE WOOD AND MILFORD AND SHERBURN-IN-ELMET SOUTH**

The junction between the Down and Up Hull lines and the Milford Branch also between the Down and Up Hull lines and the Sherburn Branch have been re-modelled and new single lead junctions formed.

New and altered colour light signalling have been commissioned and the Track Circuit Block Regulations will apply on all lines between Gascoigne Wood and Peckfield (Down and Up Hull lines; between Gascoigne Wood and Sherburn-in-Elmet South (Down and Up Sherburn lines) and between Gascoigne Wood and Milford (Down and Up Milford lines).

N.C.B. North Side Sidings

Down Reception 2 have been taken out of use.

Down Reception 1 have been reinstated as a Run-Round.

Reference should be made to the diagrams included in this notice.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN PECKFIELD AND GASCOIGNE WOOD - ALSO BETWEEN GASCOIGNE WOOD AND MILFORD AND SHERBURN-IN-ELMET SOUTH - continued

Alterations to Existing Signalling P - Peckfield, GW - Gascoigne Wood

Down Hull

P17 signal now functions as a 4-aspect signal.

P21 signal now functions as a 4-aspect automatic signal replated P1817.

The Down Distant signal GW10 has been converted to a 4-aspect automatic signal replated GW1825.

GW11 and GW12 colour light signals have been abolished.

The 'LIMIT OF SHUNT' on the Down Hull (Gascoigne Wood side of Hambleton Construction Sidings), has been abolished and the offset subsidiary on the Hambleton Construction Sidings Departure line 3-aspect signal GW1848 will apply instead towards the new ground position light signal GW5928.

Down Milford

GW41 signal has been replated GW1835. A new centralised subsidiary and theatre type route indicator has been provided. (See description of signals).

Up Hull

A new subsidiary and theatre type route indicator has been provided for future use on GW1846 signal.

GW59 colour light signal has been abolished.

GW58 signal will now function as a 4-aspect automatic signal replated GW1818.

The Up Hull Distant signal PR1 has been converted to a 4-aspect automatic signal and replated P1808.

Semaphore Signals Abolished**(Sherburn Branch)**

Sherburn-in-Elmet South Down Sherburn semaphore Starting (together with the Gascoigne Wood colour light Distant on the same post).

The Gascoigne Wood Up Sherburn Starting signal together with the Sherburn-in-Elmet South Distant signal below.

The Down Sherburn 4-aspect colour light signal GW51 has been abolished.

(Milford Branch)

Gascoigne Wood Up Milford Branch Starting, together with the Milford Up Distant below.

Description of Signals

GW = Gascoigne Wood; P = Peckfield; SS = Sherburn-in-Elmet South; M = Milford

Signal	Line	Aspect M=Main S=Sub	Route Indication or Junction Indicator Position No.	Destination
Down Direction				
P1821	Down Hull	M		GW1823
GW1823	Down Hull	M		GW1825
GW1825	Down Hull	M		GW1833
GW1829	Down Sherburn Distant			GW1831
GW1831	Down Sherburn	M	"L"	Gascoigne Wood Down Goods Loop
		M		GW1847
		S	"Y"	GW5919

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN PECKFIELD AND GASCOIGNE WOOD - ALSO BETWEEN GASCOIGNE WOOD AND MILFORD AND
SHERBURN-IN-ELMET SOUTH - continued

Description of Signals - continued

GW = Gascoigne Wood; P = Peckfield; SS = Sherburn-in-Elmet South; M = Milford

Signal	Line	Aspect M=Main S=Sub	Route Indication or Junction Indicator Position No.	Destination
Down Direction - continued				
GW1833	Down Hull	M	"L"	Gascoigne Wood Down Goods Loop (GW1843) Down Hull (1847 existing)
		M		
		S	"Y"	Gascoigne Wood Down Goods Loop (GW5919)
M15	Down Milford	M		GW1835
GW1835	Down Milford	M	"L"	Gascoigne Wood Down Goods Loop GW1847
		M		GW5919
		S	"Y"	GW1847 (Down Hull)
GW1843	Gascoigne Wood Down Goods Loop	M		Shunt Neck
		S		
Up Direction				
GW1846	Up Hull	M		GW1836
GW1838	Gascoigne Wood Down Goods Loop (Up direction)	M	"M"	Up Milford
		M	"U"	Up Hull
		M	"S"	Up Sherburn
GW1836	Up Hull	M	Position 1	Up Milford M62
		M		Up Hull (GW1818)
		M	Position 4	Up Sherburn (SS23)
GW1818	Up Hull	M		GW1816
GW1816	Up Hull	M		GW1814
GW1814	Up Hull	M		GW1812
GW1812	Up Hull	M		P1808 (existing)
SS25	Up Sherburn Distant			SS23
M55	Up Milford Distant			M62

Ground Position Light Signals

Signal	Line	Route Indication	Destination
GW5907	Up Milford	"Y"	GW5919
		"D"	GW1847
GW5909	Up Hull	"Y"	GW5919
		"D"	GW1847
GW5914	Down Hull	"M"	Up Milford
		"U"	Up Hull
		"S"	Up Sherburn
GW5916	Run-round	"M"	Up Milford
		"U"	Up Hull
		"S"	Up Sherburn
		"H"	Shunt Neck
GW5919	Gascoigne Wood Down Goods Loop		GW1843

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

BETWEEN PECKFIELD AND GASCOIGNE WOOD – ALSO BETWEEN GASCOIGNE WOOD AND MILFORD AND
SHERBURN-IN-ELMET SOUTH – continued

Ground Position Light Signals – continued

Signal	Line	Route Indication	Destination
GW5921	N.C.B. North Side Sidings	“H” “D”	Shunt Neck Down Hull
GW5924	Down Goods Loop/ Shunt Neck	“L” “R” “N”	Down Goods Loop line occupied Run round North Sidings
GW5926	Down Hull	“D” “Y”	GW5914 GW5924 Down Hull
GW5927	Up Hull		Down Hull
GW5928	Down Hull	“U” “D”	Up Hull Down Hull

Automatic Warning System

A.W.S. track inductors have been provided at all new colour light signals.

(29)

WAKEFIELD KIRKGATE (KIRKGATE EAST JUNCTION)

A new facing connection (at the signal box end of the station) has been installed and brought into use leading from Up L & Y to the Kirkgate Through Line.

Signalling Alterations:—

In conjunction with the above, the following additional signal routes have been brought into use on existing signals:—

Signal	Line	Aspect	Route Indication	Application
K1238	Up Kirkgate Goods loop	M – Main		
		S – Sub		
K1236	Up L & Y	M	Junction Indicator position ‘4’	Up Kirkgate Through
		S	Junction Indicator position ‘4’	Up Kirkgate Through line occupied
K1231	Down Kirkgate Through	M	Junction Indicator position ‘4’	Up Kirkgate Through
		S	Junction Indicator position ‘4’	Up Kirkgate Through line occupied
K1231	Down Kirkgate Through	S	‘X’ (theatre-type route indication)	Up Kirkgate Goods Loop line occupied (28)

DEARNE VALLEY NORTH JUNCTION

The rear indication on theatre-type route indicator on C91 signal has been abolished.

(28)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORKS ALREADY CARRIED OUT – continued

MILFORD

The Down Branch semaphore Starting signal, together with the Gascoigne Wood Down Branch Distant below, have been abolished and replaced by a new 4-aspect colour light signal (plated M15) 50 yards nearer to the signal box.

An A.W.S. track Inductor and a signal-post telephone have been provided. (28)

MOORTHORPE STATION JN. TO FERRYBRIDGE SOUTH JN.

The catch points situated on the Down line at 10m. 44ch., 1237 yds before reaching F591 signal have been removed and replaced by plain line. (28)

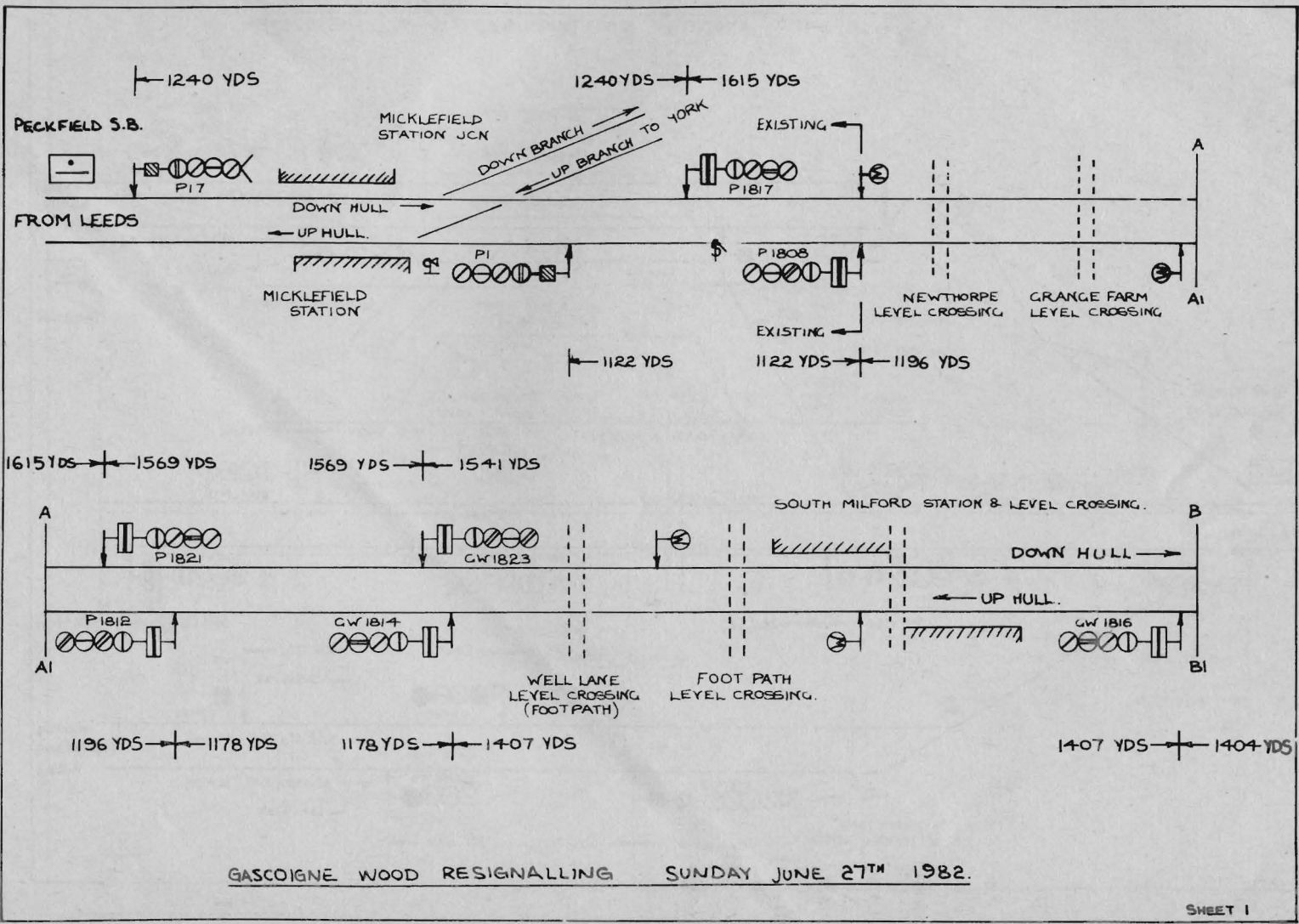
**** GASCOIGNE WOOD**

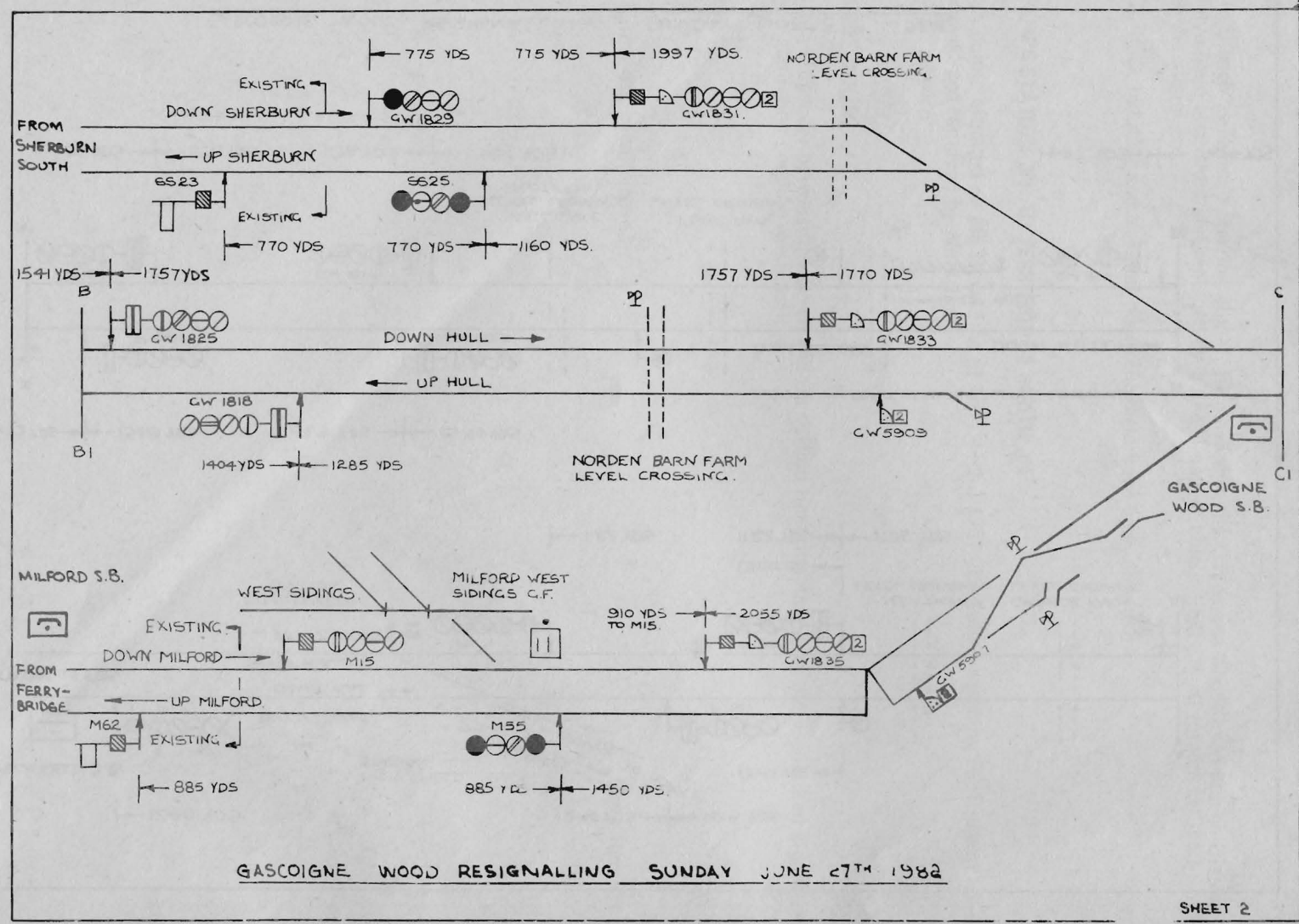
The trailing crossover between the Down and Up Milford lines together with the associated signalling have been abolished pending re-signalling. (27)

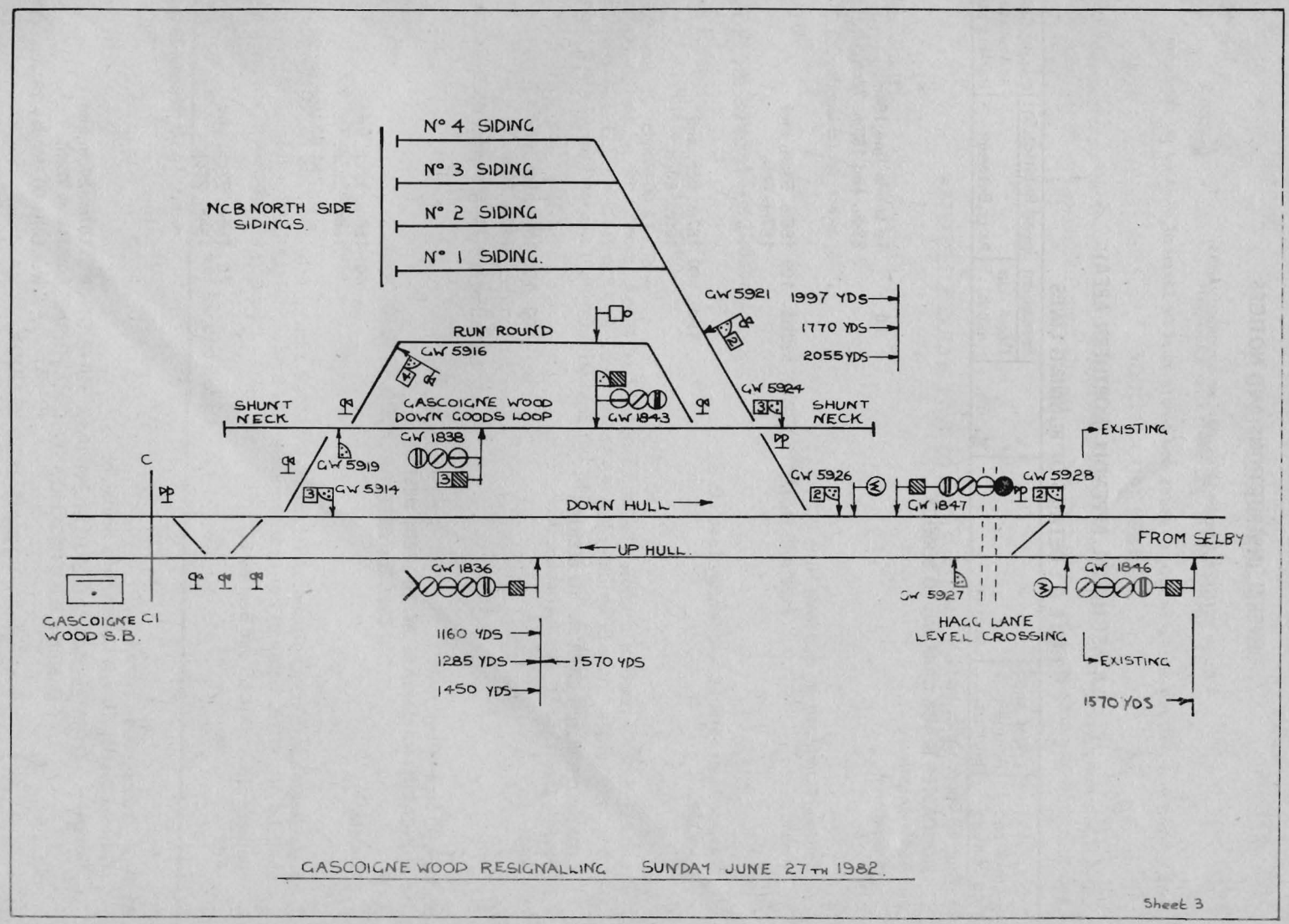
MARSDEN

The Up Siding has been removed.

New Item (30)







m. York



NS

EASTERN REGION

31

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 31 JULY

TO

FRIDAY 6 AUGUST 1982

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B**SUNDAY 1 AUGUST – BETWEEN SPRINGWOOD JN. AND MARSDEN**

The Up line between 22m. 17ch. and 20m. 68ch. will be re-aligned by 7 yards.

(34)

DETAILS OF WORK ALREADY CARRIED OUT**BETWEEN MOORTHORPE STATION JUNCTION AND SOUTH KIRKBY JUNCTION**

Down Branch 3-aspect signal L655 (with offset subsidiary and route indicator applying towards the Marshalling Loop and Bunker lines) has been repositioned 160 yards nearer to Moorthorpe Station Jn.

The A.W.S. track inductor has been repositioned accordingly.

(33)

KEIGHLEY GOODS YARD

The two sidings into the former Goods warehouse and the siding immediately adjacent to this building has been secured out of use.

(34)

**** PECKFIELD (MICKLEFIELD STATION JN)**

The two aspect colour light signal left of the Down Branch plated P22 has been replated P16.

**** SOUTH KIRKBY JUNCTION**

Down Main 4-aspect signal L653 (with off-set subsidiary and route indicator applying towards the Bunker lines), has been re-positioned 200 yards further south.

The AWS track inductor has been re-positioned accordingly.

**** MIRFIELD UP SIDINGS GROUND FRAME**

The points leading to the Up Sidings have been secured out of use in the normal position pending removal.

**** RAVENSTHORPE GROUND FRAMES**

The ground frames have been abolished and the associated points have been secured out of use in the normal position pending removal.

**** MARSDEN**

The Up Siding has been removed.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

LOCAL INSTRUCTIONS - continued

Page 393 (Page 149 - Supp. Optg. Insts.)

HULL DOCKS

KING GEORGE DOCK, EASTERN ACCESS L.C.

Delete and Substitute :-

The instructions in the General Appendix Section 7 headed "Automatic Open Crossings Locally monitored (A.O.C.L.) - At Crossings where trains are not required to stop" apply. No advance warning boards, however, are provided.

Speed over the crossing must not exceed 5 m.p.h.

**INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES B.R.30059/5**

Page 22

WOOLLEY COAL SIDINGS

**Delete all instructions and substitute:-
WOOLLEY COAL SIDING**

1. All trains must be propelled into the siding from the Down Main line.
2. When a train is propelled into the sidings, it must be stopped with the locomotive in rear of the colliery outlet signal, where the Driver must await further instructions.

Page 18 (1) and (2)

PRINCE OF WALES COLLIERY

Delete instructions and substitute:-

1. When signal 1 is cleared, the arriving train must proceed to the marker board for the locomotive to be detached.
2. When the train is ready for tare weighing and part loading, the Guard must advise the Bunker Operator accordingly.
3. The train must be propelled for tare weighing and part loading under the control of the loading signals at 1 m.p.h.
4. When the wagons next to the locomotive have been part loaded the Bunker Operator will advise the Guard that the direction of the train for loading will be reversed and the Guard must advise the Driver accordingly.
5. The train must then be hauled through the bunker under control of the loading signals at 1 m.p.h. for completion of loading and for gross weighing.
6. **Crippled Wagons**
The Guard must advise the Bunker Operator when a wagon requires to be detached in the cripple siding.
7. When a movement is ready to return via the Bunker line to the approach side of signal 1, the Guard must inform the Bunker Operator.
8. When a train is re-formed after detaching operations have been completed, the Guard must advise the Bunker Operator it is ready to return to the approach side of signal 1. (40D)

MOORTHORPE STATION

MISCELLANEOUS NOTICES

Until Further Notice

From 07 30 to 17 00 daily, drivers of trains stopping in the Down Platform to observe instructions of Handsignalman and/or warning notices during repairs to platform copings.

PERIODICAL OPERATING NOTICE ND31D

All concerned to note that the above publication (shown to terminate 30 July) will remain effective until Friday 6 August 1982. (32D)

DONCASTER TRACTION MAINTENANCE DEPOT (OLD STEAM SHED)

Until Further Notice

Between 08 00 and 18 00 each day demolition work will take place on the above roof. Contractors will be engaged and all roads Blocked as required by local arrangement. (31)

SEACOW BALLAST HOPPER WAGONS

Providing that the existing load, length limits etc. are not exceeded then in the case of trains containing one or more Seacow wagons numbered in the range DB 980000 - 980073, and DB 980157 - 980250, the maximum weight of train behind the leading Seacow wagon shall not exceed 576t, and over steeply graded routes shall be further restricted in accordance with the following table :-

Gradient	Maximum Trailing Weight - Tons
Steeper than 1 in 40 rising	384
1 in 40 to 1 in 46 rising	448
1 in 47 to 1 in 56 rising	512
Less than 1 in 56 rising	576

(32D)

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of work	Duration	Commencing Date
----------	----------------	----------	-----------------

NEVILLE HILL DEPOT

Excavation work is taking place in the sixfoots between one, two and three roads in the refuelling shed. Drivers alighting from engines in the shed must ensure they can do so safely.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
23 JULY, 1982

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B

FRIDAY 13 AUGUST – BETWEEN NAFFERTON AND LOWTHORPE – MINGLEDALE LEVEL CROSSING AT 23 MILES 40 CHAINS

Mingledale level crossing at 23 miles 40 chains will be converted to a user-operated-gates crossing and attendance will be withdrawn.

Telephone communication will be provided between the level crossing and Lowthorpe signal box. (35)

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN SPRINGWOOD JN. AND MARSDEN

The Up line between 22m. 17ch. and 20m. 68ch. has been re-aligned by 7 yards.

The catch points at 21m. 18ch. (1m. 1450 yards before realigned Marsden distant signal) have not been replaced in the new alignment. (Amended item) (34)

BETWEEN MOORTHORPE STATION JUNCTION AND SOUTH KIRKBY JUNCTION

Down Branch 3-aspect signal L655 (with offset subsidiary and route indicator applying towards the Marshalling Loop and Bunker lines) has been repositioned 160 yards nearer to Moorthorpe Station Jn.

The A.W.S. track inductor has been repositioned accordingly. (33)

KEIGHLEY GOODS YARD

The two sidings into the former Goods warehouse and the siding immediately adjacent to this building has been secured out of use. (34)

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

****** *Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES B.R.30059/5

Page 22

WOOLLEY COAL SIDINGS

Delete all instructions and **substitute:-**
WOOLLEY COAL SIDING

1. All trains must be propelled into the siding from the Down Main line.
2. When a train is propelled into the sidings, it must be stopped with the locomotive in rear of the colliery outlet signal, where the Driver must await further instructions.

Page 18 (1) and (2)

PRINCE OF WALES COLLIERY

Delete instructions and **substitute:-**

1. When signal 1 is cleared, the arriving train must proceed to the marker board for the locomotive to be detached.
2. When the train is ready for tare weighing and part loading, the Guard must advise the Bunker Operator accordingly.
3. The train must be propelled for tare weighing and part loading under the control of the loading signals at 1 m.p.h.
4. When the wagons next to the locomotive have been part loaded the Bunker Operator will advise the Guard that the direction of the train for loading will be reversed and the Guard must advise the Driver accordingly.
5. The train must then be hauled through the bunker under control of the loading signals at 1 m.p.h. for completion of loading and for gross weighing.

Crippled Wagons

6. The Guard must advise the Bunker Operator when a wagon requires to be detached in the cripple siding.
7. When a movement is ready to return via the Bunker line to the approach side of signal 1, the Guard must inform the Bunker Operator.
8. When a train is re-formed after detaching operations have been completed, the Guard must advise the Bunker Operator it is ready to return to the approach side of signal 1. (40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

MOORTHORPE STATION

Until Further Notice

From 07 30 to 17 00 daily, drivers of trains stopping in the Down Platform to observe instructions of Handsignalman and/or warning notices during repairs to platform copings.

DONCASTER TRACTION MAINTENANCE DEPOT (OLD STEAM SHED)

Until Further Notice

Between 08 00 and 18 00 each day demolition work will take place on the above roof. Contractors will be engaged and all roads Blocked as required by local arrangement. (31)

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of work	Duration	Commencing Date
----------	----------------	----------	-----------------

NEVILLE HILL DEPOT

Excavation work is taking place in the sixfeet between one, two and three roads in the refuelling shed. Drivers alighting from engines in the shed must ensure they can do so safely.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York
30 JULY, 1982

NS.33
14-20.8.82

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned
*

With effect from 09 00 Monday 9 August, the 40 m.p.h. PSR's between Lockwood and Robin Hood tunnel will be amended as follows - 26 m.p.h. between 1m. 40ch. and 1m. 70ch., and 20 m.p.h. between 2m. 20 and 2m. 60ch. (36)

A 30 m.p.h. P.S.R. has been imposed on the Down line at Crigglestone Jn. between 45m. 53ch. and 45m. 56ch. (36)

The 15 m.p.h. P.S.R. on the Down line between West Cowick LC and East Cowick LC, 69 m.p. and 70m. 17ch. has been reduced to a 10 m.p.h. restriction. (36)

With effect from 09 00 Monday 9 August a 20 m.p.h. P.S.R. will apply on the Up line between Lebberton Road LC and Gristhorpe LC (48m. 40ch. and 45m. 40ch.). (36)

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 14 AND SUNDAY 15 AUGUST - MOORTHORPE SOUTH

New ground position light signals will be provided to replace the ground disc shunting signals as follows:-

New Signal No.	Line	Stencil Route Indication	Destination
15	Up Main	"G"	Down Goods Loop
		"M"	Down Main
16	Frickley Colliery Line	"G"	Down Goods Loop
		"M"	Down Main
		"X"	Up Goods Loop Line Occupied
20	Down Main		Frickley Colliery Line Up Main
24	Down Goods Loop		Frickley Colliery Line Up Main (36)

SUNDAY 15 AUGUST - CASTLEFORD EAST JN. TO ALLERTON MAIN BOWERS OPENCAST

The shunt spur at 3½ m.p. will be shortened by 150 yards. (36)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

SUNDAY 15 AUGUST – THORPE MARSH POWER STATION

The following signalling alterations will be made to facilitate the working of 34 M.G.R. trains:–

Unloading will take place on "A" line only. "B" line will become a "Run-round".

The trailing crossover between the Reception and Departure lines (adjacent to the Cripple Sidings ground frame) will be abolished. The adjacent facing crossover between these lines will be repositioned 65 yds. nearer to the Hopper House.

The connection from "A" line to the Oil Discharge Siding and the two connections from "B" line to the Weighbridge will be secured out of use pending removal and the associated ground frames removed.

Reception line 2 – aspect signal T1 (Red/Yellow) (applying along the Reception line or towards the Departure line), will be re-sited 73 yds. nearer to the Hopper House and the adjacent ground position light signal will be abolished.

Loaded trains on the Reception line proceeding from T1 signal will be routed via the repositioned crossover onto the Departure line towards the Weighbridge and T7 signal.

A new ground position light signal (T21) will be provided at the Reception line end of the repositioned facing crossover between the Reception and Departure lines (67 yds. on the Hopper House side of new T1 signal). T21 signal will apply along the Reception line or towards the Departure line.

A "LIMIT OF SHUNT" indicator will be provided on the Reception line 45 yds on the Hopper House side of new T1 signal.

The "30 MGR" sign at the Skellow Junction end of the Reception line will be reworded "34 M.G.R." and the M.G.R sign situated 55 yds. on the Hopper House side of T4/T5 bracket – post signal together with that signal will be abolished. A new straight post 2 – aspect colour light signal displaying Red or Yellow and plated T5, will be provided at the Departure line end of the repositioned facing crossover (between the Departure and Reception lines) 385 yds. on the Skellow Junction side of the Weighbridge. A subsidiary and route indicator will be provided and the following indications will apply:–

Main Aspect (Yellow) – towards Departure Line D725 signal

Subsidiary – with stencil indication "X" – towards Reception line new "Limit of Shunt".

T.M.17 signal applying "A" line towards the Shunt Spur will be repositioned 30 yards further from the Hopper House. A new ground position light unloading signal plated A10 will be provided on "A" line, situated 40 yards on the Shunt Spur side of A9 ground position light unloading signal.

TM18 signal, applying "B" line to Shunt Spur will exhibit a permanent RED aspect.

The eleven ground position light unloading signals on "B" line (Nos. B1 to B11 inclusive) between the Hopper House and TM18 signal (at the Shunt Spur end of "B" line) will be disconnected pending removal

Departure line ground position light signal TM9 (apply towards "A" or "B" line), will apply towards "A" line only.

Departure line signal TM7 will now apply (Yellow Aspect) – towards "A" line only and subsidiary – towards "B" line.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 15 AUGUST : HULL – DAIRYCOATES AND NEW FULL LOAD DEPOT •**

Rail access to Neptune Street will be terminated and the Arrival and Departure lines (continuation of the Down and Up Main lines from Dairycoates West) will be made redundant. STOP-BLOCKS will be erected at 1m. 52ch.

The Down and Up Main lines to/from Neptune Street will be renamed Down/Up Siding respectively and a Run-round will be provided at the Neptune Street end of these lines.

The Engineer's siding Motive Power Depot will be renamed C & W Depot.

Signalling Alterations

The route indication 'M' on Signal DW64 (Down Priors Departure line) 3-aspect signal will now be read in conjunction with the subsidiary signal as follows:—

Aspect	Route Indication	Destination
Main	S	Down South Branch
Subsidiary	M	Down Siding
Subsidiary	D	C & W Depot

The route indications on DW41 Ground Position light signal will read:—

M	Down Siding
D	C & W Depot
X	Up Siding

The 'Stop Telephone' notice board on the C & W Depot line will be replaced by a new ground position light (14A) outlet signal applying towards 14 ground position light signal.

A new ground position light signal (DW8) with a 2-aspect Route Indicator will be provided at the Run-round end of the Up Siding. The following indications will apply:—

M	Up Siding
S	Tilcon Siding

The route indicator provided on DW13 ground position light signal at the Run-round end of the Down Siding will read:—

M	Up Siding
X	Down Siding
S	Tilcon Siding

Reference should be made to the diagram included in this notice.

Hull : New Full Load Depot

The new Full Load Depot will be brought into use.

Connections to and from the Depot will be from the East and West entrance/exit to the Freightliner Depot.

The new Depot layout and associated notice boards and telephones are as shown on the diagram included in this notice.

(36)

SUNDAY 15 AUGUST – MILFORD WEST SIDINGS

The sixth dead-ended sidings (Milford West sidings Nos.1 to 6) between West siding No.7 and the Down Milford are now available for traffic use.

(36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

BETWEEN NAFFERTON AND LOWTHORPE - MINGLEDALE LEVEL CROSSING AT 23 MILES 40 CHAINS

Mingledale level crossing at 23 miles 40 chains has been converted to a user-operated-gates crossing and attendance will be withdrawn.

Telephone communication has been provided between the level crossing and Lowthorpe signal box. (35)

BETWEEN SPRINGWOOD JN. AND MARSDEN

The Up line between 22m. 17ch. and 20m. 68ch. has been re-aligned by 7 yards.

The catch points at 21m. 18ch. (1m. 1450 yards before realigned Marsden distant signal) have not been replaced in the new alignment. (34)

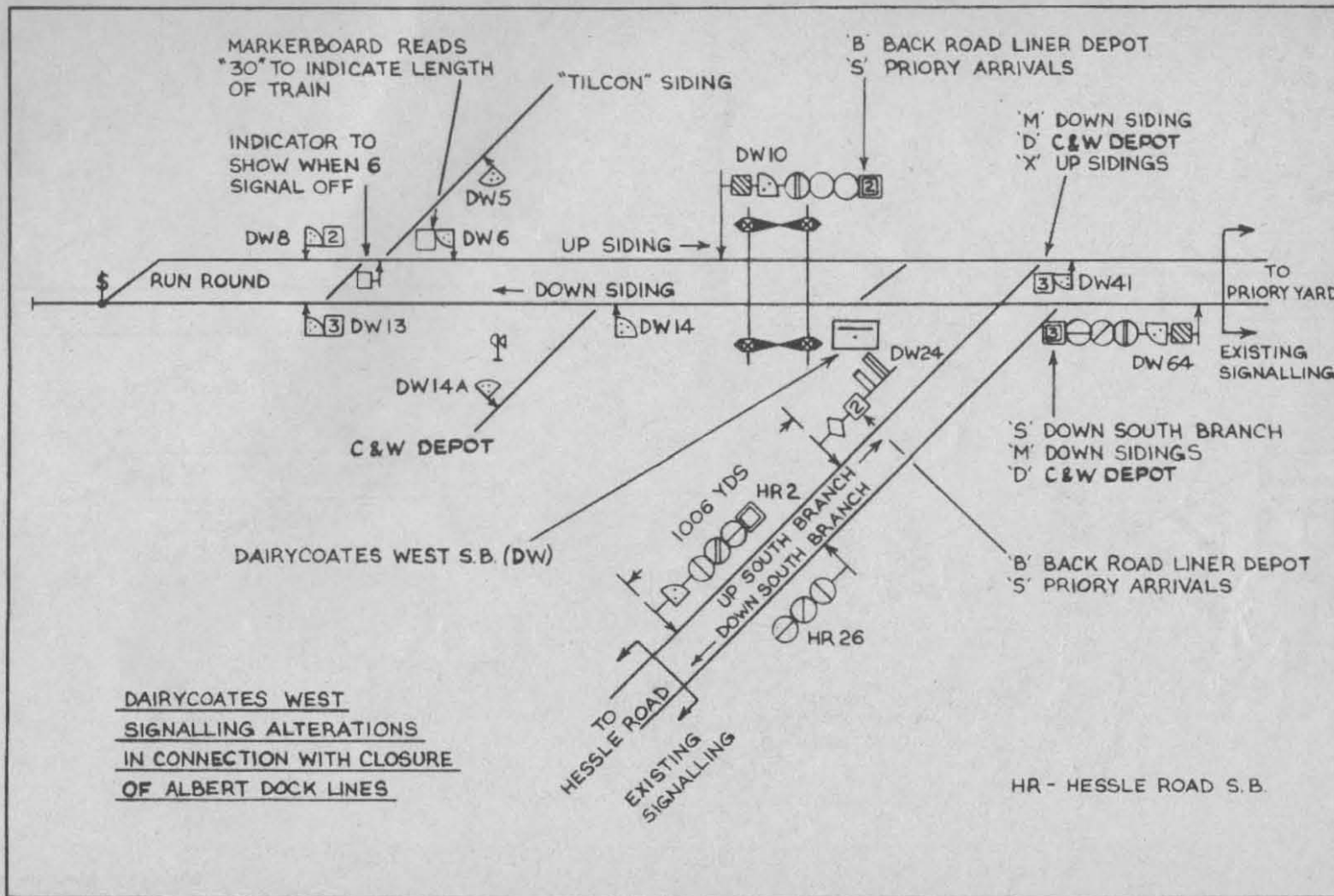
BETWEEN MOORTHORPE STATION JUNCTION AND SOUTH KIRKBY JUNCTION

Down Branch 3-aspect signal L655 (with offset subsidiary and route indicator applying towards the Marshalling Loop and Bunker lines) has been repositioned 160 yards nearer to Moorthorpe Station Jn.

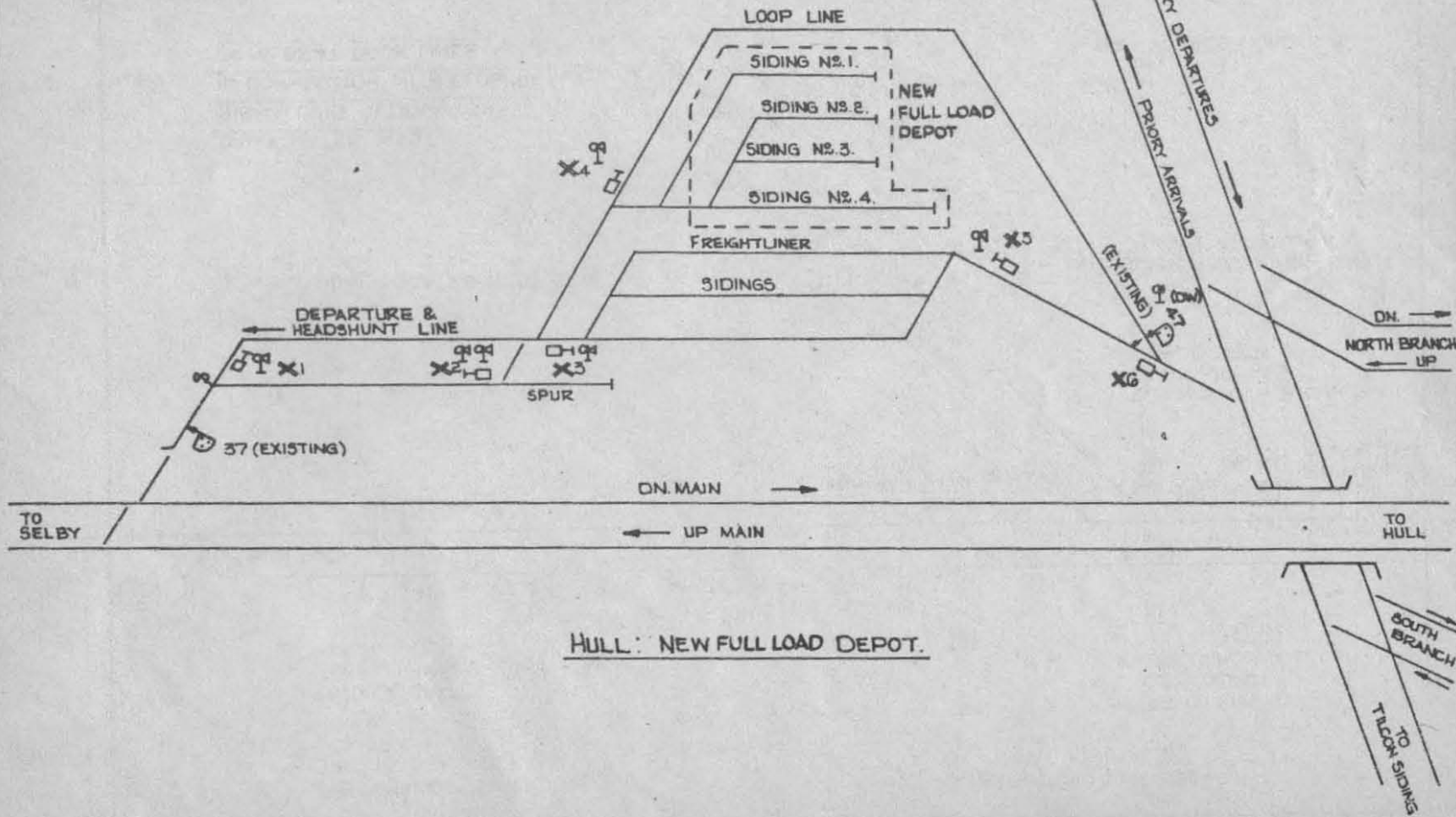
The A.W.S. track inductor has been repositioned accordingly. (33)

KEIGHLEY GOODS YARD

The two sidings into the former Goods warehouse and the siding immediately adjacent to this building has been secured out of use. (34)



- KEY**
- X 1. NOTICE BOARD TO READ 'STOP TELEPHONE' (TEL. TO H.R.)
 - X 2. " " " " (TEL. TO HR AND TO FLT.)
 - X 3. " " " " (TEL. TO HR)
 - X 4. " " " " (TEL. TO HR)
 - X 5. " " " " 'STOP TELEPHONE, WHISTLE BEFORE PROCEEDING' (TEL. TO DW)
 - X 6. " " " " 'STOP AND EXAMINE POINTS, WHISTLE BEFORE PROCEEDING'
- HR - HESSELE ROAD S.B.
 DW - DAIRYCOATES WEST S.B.
 FLT. - FREIGHTLINER TERMINAL.



SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

*⁴ Items marked thus will not appear in future issues and a note must be taken of them by all concerned

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES B.R.30059/5

Page 22

WOOLLEY COAL SIDINGS

Delete all instructions and **substitute:-**
WOOLLEY COAL SIDING

1. All trains must be propelled into the siding from the Down Main line.
2. When a train is propelled into the sidings, it must be stopped with the locomotive in rear of the colliery outlet signal, where the Driver must await further instructions.

Page 18 (1) and (2)

PRINCE OF WALES COLLIERY

Delete instructions and **substitute:-**

1. When signal 1 is cleared, the arriving train must proceed to the marker board for the locomotive to be detached.
2. When the train is ready for tare weighing and part loading, the Guard must advise the Bunker Operator accordingly.
3. The train must be propelled for tare weighing and part loading under the control of the laoding signals at 1 m.p.h.
4. When the wagons next to the locomotive have been part loaded the Bunker Operator will advise the Guard that the direction of the train for loading will be reversed and the Guard must advise the Driver accordingly.
5. The train must then be hauled through the bunker under control of the loading signals at 1 m.p.h. for completion of loading and for gross weighing.

Crippled Wagons

6. The Guard must advise the Bunker Operator when a wagon requires to be detached in the cripple siding.
7. When a movement is ready to return via the Bunker line to the approach side of signal 1, the Guard must inform the Bunker Operator.
8. When a train is re-formed after detaching operations have been completed, the Guard must advise the Bunker Operator it is ready to return to the approach side of signal 1. (40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

MOORTHORPE STATION

Until Further Notice

From 07 30 to 17 00 daily, drivers of trains stopping in the Down Platform to observe instructions of Handsignalman and/or warning notices during repairs to platform copings.

DONCASTER TRACTION MAINTENANCE DEPOT (OLD STEAM SHED)

Until Further Notice

Between 08 00 and 18 00 each day demolition work will take place on the above roof. Contractors will be engaged and all roads Blocked as required by local arrangement. (31)

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of work	Duration	Commencing Date
----------	----------------	----------	-----------------

NEVILLE HILL DEPOT

Excavation work is taking place in the sixfoots between one, two and three roads in the refuelling shed. Drivers alighting from engines in the shed must ensure they can do so safely.

York

MP.32/NS

G. GRAHAM
Chief Operating Manager

6 AUGUST, 1982

NS.34
21-27.8.82

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 22 AUGUST – MALTING LANE LEVEL CROSSING AT 52 MILES 29 CHAINS (Between Gosberton and Blotoft Sidings)

Automatic Half-barriers will be installed, replacing the hand-worked gates.

Telephone communications will be provided between the crossing and Gosberton Signalbox.

A 35 m.p.h. speed restriction sign will be provided 633 yds. from the crossing on each rail approach applicable to trains travelling in the wrong direction only.

MONDAY 23 AUGUST – HATFIELD SIDINGS

The connection at 8¼ m.p. leading from the Down Hull line to the Shunt Spur and the trailing connection at 8 m.p. leading from Hatfield Sidings to the Up Scunthorpe Slow line will be clamped out of use pending removal.

The Shunt Spur at Hatfield Sidings will be abandoned.

Associated signal D.632 together with Ground Position Light signals 1107, 1108 and 1109 will be abolished.

SATURDAY 21 TO SUNDAY 22 AUGUST – SOUTH KIRKBY JUNCTION TO MOORTHORPE STATION JUNCTION : RE-MODELLING OF SOUTH KIRKBY JUNCTION

South Kirkby Junction

The Junction between the Down and Up Branch and the Down and Up Main lines will be relayed in a modified form 100 yards further south. The Down and Up Branch lines will be realigned accordingly.

The positions of the new and altered signals in relation to the re-modelled junction are as shown on the diagram included in this notice.

Between South Kirkby Junction and Moorthorpe Station Junction

The trailing crossover between the Down and Up Branch lines will be repositioned 200 yards nearer to Moorthorpe.

The Marshalling Loop will be extended 200 yards towards Moorthorpe.

Description of Signals:-

Signal	Line	Route Indication (Stencil)	Application to or towards
L652	Marshalling Loop	-	M28 Up Branch
L654	Up Branch	“M” “A” “B” “L”	L654 Down Main (Via Branch Crossover) Bunker Line ‘A’ Bunker Line ‘B’ L649 Marshalling Loop
L666	Up Branch	-	L654 Down Main

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK REFERRED TO IN SECTION B – continued

WEDNESDAY 25 AUGUST – CUDWORTH NORTH JUNCTION

The following points will be secured out of use pending removal, together with associated signalling;—

- 13 – Up Main to Monk Bretton Branch.
- 18 – Trailing crossover Down Goods/Up Goods.
- 19 – Slip connection Up Main to Reception Sidings.
- 21 – Trailing connection Up Goods to Up Reception. (37)

DETAILS OF WORK ALREADY CARRIED OUT

With effect from 09 00 Monday 9 August, the 40 m.p.h. PSR's between Lockwood and Robin Hood tunnel will be amended as follows – 26 m.p.h. between 1m. 40ch. and 1m. 70ch., and 20 m.p.h. between 2m. 20ch. and 2m. 60ch. (36)

A 30 m.p.h. P.S.R. has been imposed on the Down line at Crigglestone Jn. between 45m. 53ch. and 45m. 56ch. (36)

The 15 m.p.h. P.S.R. on the Down line between West Cowick LC and East Cowick LC, 69 m.p. and 70m. 17ch. has been reduced to a 10 m.p.h. restriction. (36)

With effect from 09 00 Monday 9 August a 20 m.p.h. P.S.R. will apply on the Up line between Lebberton Road LC and Gristhorpe LC (46m. 40ch. and 45m. 40ch.). (36)

MOORTHORPE SOUTH

New ground position light signals have been provided to replace the ground disc shunting signals as follows:—

New Signal No.	Line	Stencil Route Indication	Destination
15	Up Main	"G" "M"	Down Goods Loop Down Main
16	Frickley Colliery Line	"G" "M" "X"	Down Goods Loop Down Main Up Goods Loop Line Occupied
20	Down Main		Frickley Colliery Line Up Main
24	Down Goods Loop		Frickley Colliery Line Up Main (36)

CASTLEFORD EAST JN. TO ALLERTON MAIN BOWERS OPENCAST

The shunt spur at 3½ m.p. has been shortened by 150 yards. (36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

THORPE MARSH POWER STATION

The following signalling alterations have been made to facilitate the working of 34 MGR trains:-

Unloading will take place on "A" line only. "B" line will become a "Run-round".

The trailing crossover between the Reception and Departure lines (adjacent to the Cripple Sidings ground frame) have been abolished. The adjacent facing crossover between these lines will be repositioned 65 yds. nearer to the Hopper House.

The connection from "A" line to the Oil Discharge Siding and the two connections from "B" line to the Weighbridge will be secured out of use pending removal and the associated ground frames removed.

Reception line 2 - aspect signal T1 (Red/Yellow) (applying along the Reception line or towards the Departure line), will be re-sited 73 yds. nearer to the Hopper House and the adjacent ground position light signal have been abolished.

Loaded trains on the Reception line proceeding from T1 signal will be routed via the repositioned crossover onto the Departure line towards the Weighbridge and T7 signal.

A new ground position light signal (T21) has been provided at the Reception line end of the repositioned facing crossover between the Reception and Departure lines (67 yds. on the Hopper House side of new T1 signal) T21 signal will apply along the Reception line or towards the Departure line.

"LIMIT OF SHUNT" indicator has been provided on the Reception line 45 yds on the Hopper House side of new T1 signal.

The "30 MGR" sign at the Skellow Junction end of the Reception line has been reworded "34 MGR" and the MGR sign situated 55 yds. on the Hopper House side of T4/T5 bracket - post signal together with that signal has been abolished. A new straight post 2 - aspect colour light signal displaying Red or Yellow and plated T5, has been provided at the Departure line end of the repositioned facing crossover (between the Departure and Reception lines) 385 yds. on the Skellow Junction side of the Weighbridge. A subsidiary and route indicator has been provided and the following indications will apply:-

Main Aspect (Yellow) - towards Departure Line D725 signal

Subsidiary - with stencil indication "X" - towards Reception line new "Limit of Shunt".

M.17 signal applying "A" line towards the Shunt Spur has been repositioned 30 yards further from the Hopper House. A new ground position light unloading signal plated A10 has been provided on "A" line, situated 40 yards on the Shunt Spur side of A9 ground position light unloading signal.

TM18 signal, applying "B" line to Shunt Spur will exhibit a permanent RED aspect.

The eleven ground position light unloading signals on "B" line (Nos. B1 to B11 inclusive) between the Hopper House and TM18 signal (at the Shunt Spur end of "B" line has been disconnected pending removal

Departure line ground position light signal TM9 (apply towards "A" or "B" line), will apply towards "A" line only.

Departure line signal TM7 will now apply (Yellow Aspect) - towards "A" line only and subsidiary - towards "B" line.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****HULL – DAIRYCOATES AND NEW FULL LOAD DEPOT**

Rail access to Neptune Street has been terminated and the Arrival and Departure lines (continuation of the Down and Up Main lines from Dairycoates West) has been made redundant. STOP-BLOCKS will be erected at 1m. 52ch.

The Down and Up Main lines to/from Neptune Street have been renamed Down/Up Siding respectively and a Run-round has been provided at the Neptune Street end of these lines.

The Engineer's siding Motive Power Depot has been renamed C & W Depot.

Signalling Alterations

The route indication 'M' on Signal DW64 (Down Priority Departure line) 3-aspect signal will now be read in conjunction with the subsidiary signal as follows:—

Aspect	Route Indication	Destination
Main	S	Down South Branch
Subsidiary	M	Down Siding
Subsidiary	D	C & W Depot

The route indications on DW41 Ground Position light signal will read:—

M	Down Siding
D	C & W Depot
X	Up Siding

The 'Stop Telephone' notice board on the C & W Depot line has been replaced by a new ground position light (14A) outlet signal applying towards 14 ground position light signal.

A new ground position light signal (DW8) with a 2-aspect Route Indicator has been provided at the Run-round end of the Up Siding. The following indications will apply:—

M	Up Siding
S	Tilcon Siding

The route indicator provided on DW13 ground position light signal at the Run-round end of the Down Siding will read:—

M	Up Siding
X	Down Siding
S	Tilcon Siding

Reference should be made to the diagram included in this notice.

Hull : New Full Load Depot

The new Full Load Depot will be brought into use.

Connections to and from the Depot will be from the East and West entrance/exit to the Freightliner Depot.

The new Depot layout and associated notice boards and telephones are as shown on the diagram included in this notice.

(36)

MILLFORD WEST SIDINGS

The sixth dead-ended sidings (Milford West sidings Nos.1 to 6) between West siding No.7 and the Down Milford are now available for traffic use.

(36)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN NAFFERTON AND LOWTHORPE - MINGLEDALE LEVEL CROSSING AT 23 MILES 40 CHAINS

Mingledale level crossing at 23 miles 40 chains has been converted to a user-operated-gates crossing and attendance will be withdrawn.

Telephone communication has been provided between the level crossing and Lowthorpe signal box. (35)

**** BETWEEN SPRINGWOOD JN. AND MARSDEN**

The Up line between 22m. 17ch. and 20m. 68ch. has been re-aligned by 7 yards.

The catch points at 21m. 18ch. (1m. 1450 yards before realigned Marsden distant signal) have not been replaced in the new alignment. (34)

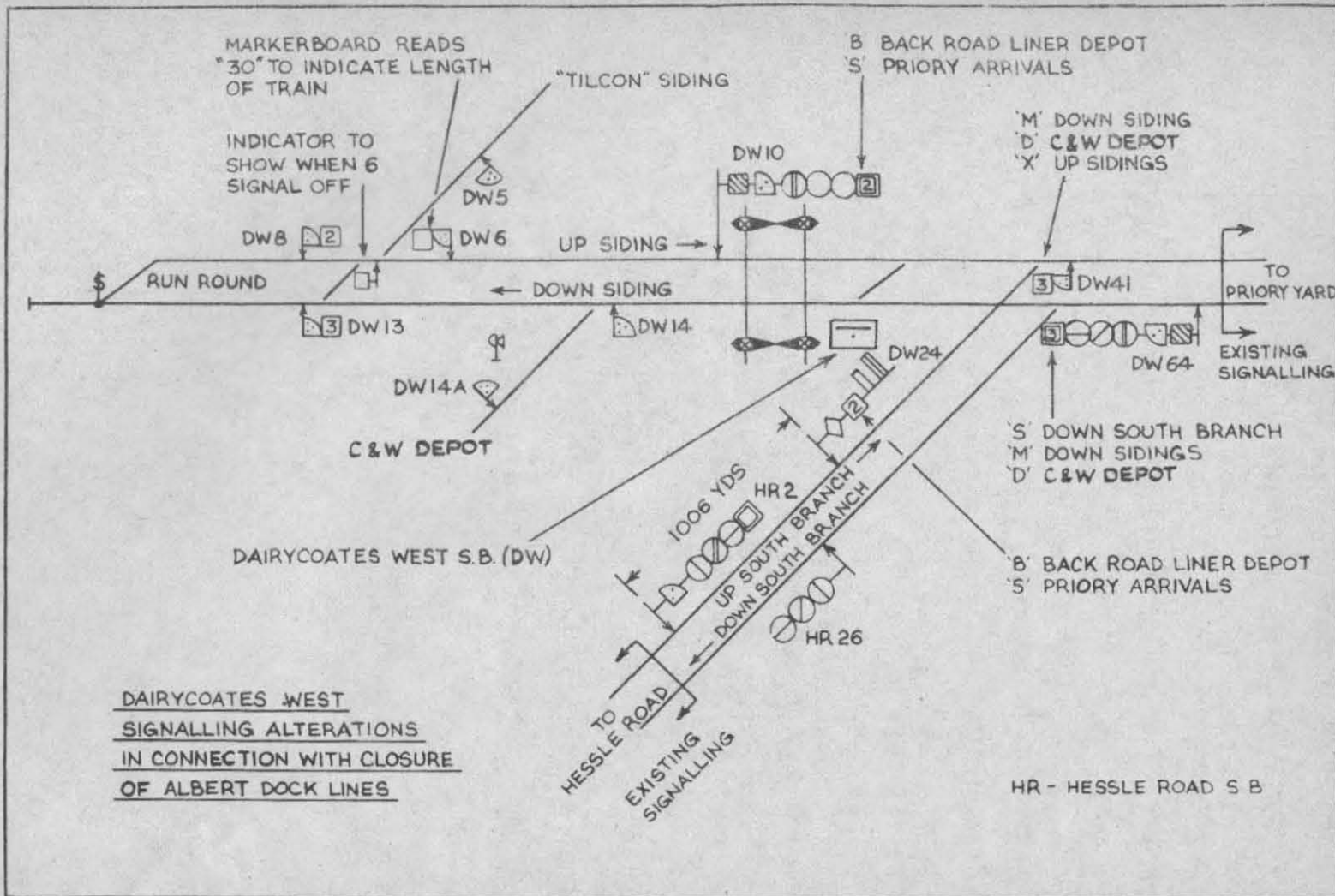
**** BETWEEN MOORTHORPE STATION JUNCTION AND SOUTH KIRKBY JUNCTION**

Down Branch 3-aspect signal L655 (with offset subsidiary and route indicator applying towards the Marshalling Loop and Bunker lines) has been repositioned 160 yards nearer to Moorthorpe Station Jn.

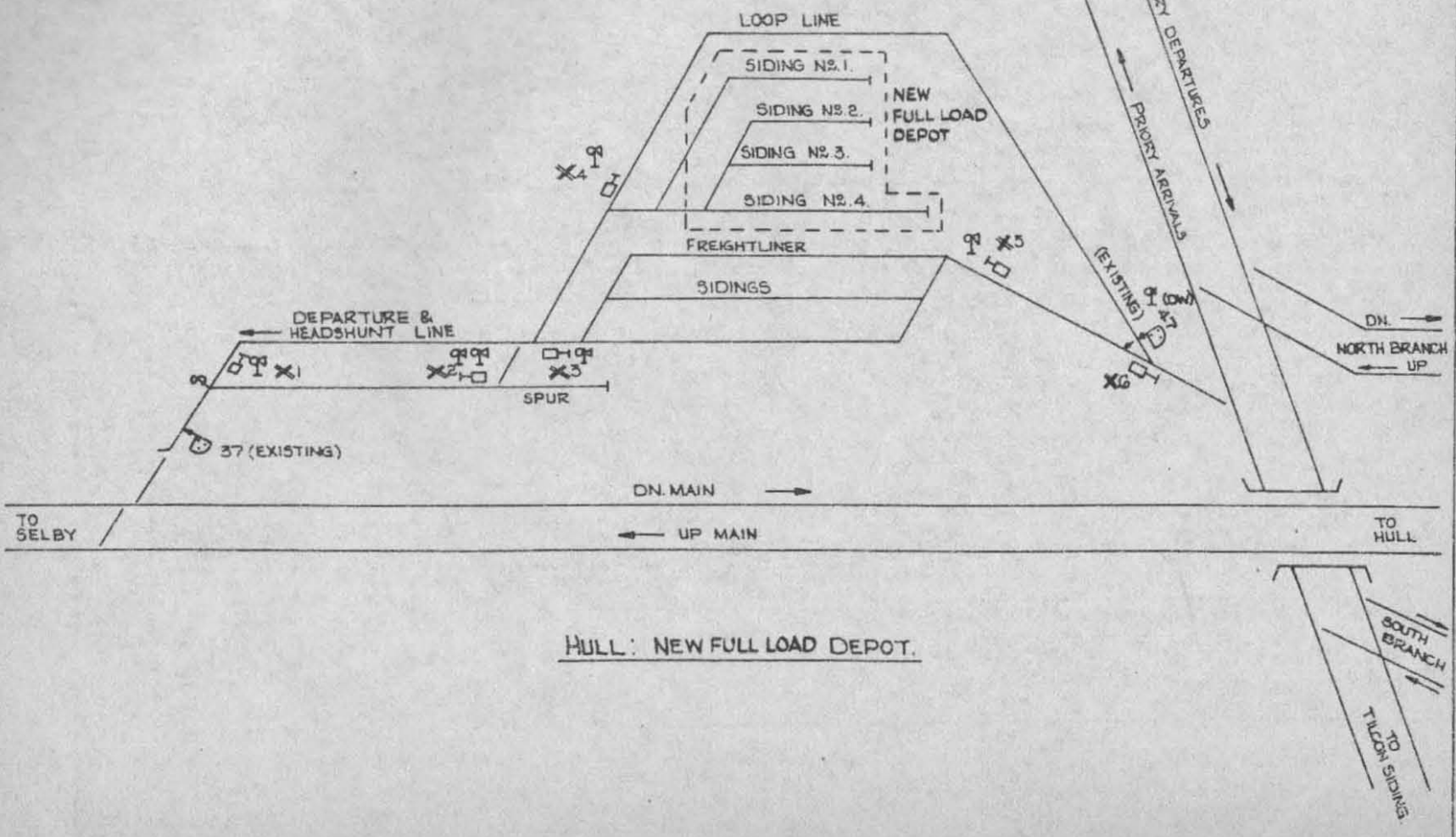
The A.W.S. track inductor has been repositioned accordingly. (33)

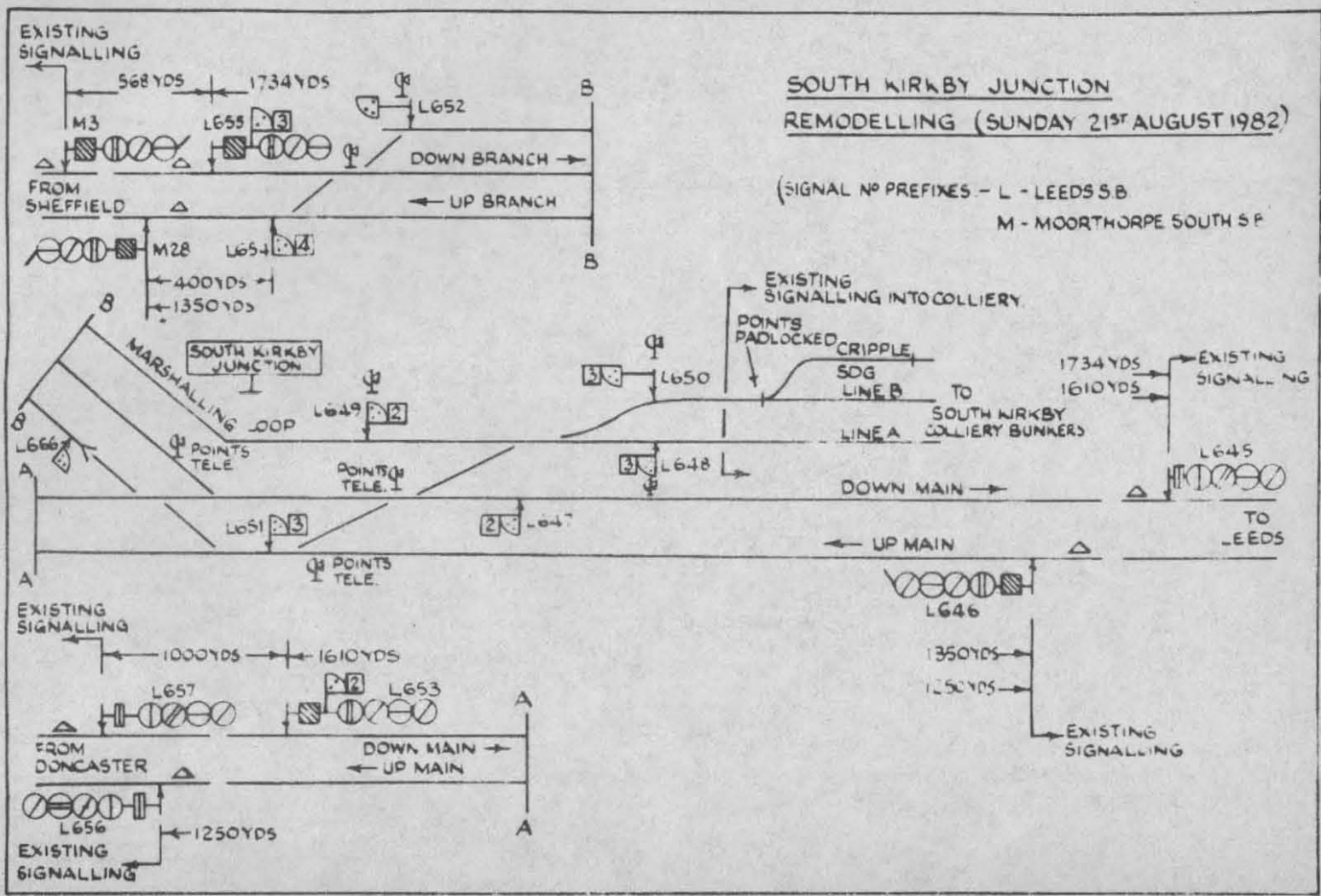
**** KEIGHLEY GOODS YARD**

The two sidings into the former Goods warehouse and the siding immediately adjacent to this building has been secured out of use. (34)



- KEY**
- * 1 NOTICE BOARD TO READ 'STOP TELEPHONE' (TEL. TO H.R.)
 - * 2 " " " " (TEL. TO HR AND TO F.L.T.)
 - * 3 " " " " (TEL. TO H.R.)
 - * 4 " " " " (TEL. TO H.R.)
 - * 5 " " " " 'STOP TELEPHONE, WHISTLE BEFORE PROCEEDING' (TEL. TO DW)
 - * 6 " " " " 'STOP AND EXAMINE POINTS, WHISTLE BEFORE PROCEEDING'
- HR - HESSELE ROAD S.B.
 DW - DAIRYCOATES WEST S.B.
 FLT - FREIGHTLINER TERMINAL





SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES B.R.30059/5

Page 22

WOOLLEY COAL SIDINGS

Delete all instructions and substitute:-
WOOLLEY COAL SIDING

1. All trains must be propelled into the siding from the Down Main line.
2. When a train is propelled into the sidings, it must be stopped with the locomotive in rear of the colliery outlet signal, where the Driver must await further instructions.

Page 18 (1) and (2)

PRINCE OF WALES COLLIERY

Delete instructions and substitute:-

1. When signal 1 is cleared, the arriving train must proceed to the marker board for the locomotive to be detached.
2. When the train is ready for tare weighing and part loading, the Guard must advise the Bunker Operator accordingly.
3. The train must be propelled for tare weighing and part loading under the control of the loading signals at 1 m.p.h.
4. When the wagons next to the locomotive have been part loaded the Bunker Operator will advise the Guard that the direction of the train for loading will be reversed and the Guard must advise the Driver accordingly.
5. The train must then be hauled through the bunker under control of the loading signals at 1 m.p.h. for completion of loading and for gross weighing.

Crippled Wagons

6. The Guard must advise the Bunker Operator when a wagon requires to be detached in the cripple siding.
7. When a movement is ready to return via the Bunker line to the approach side of signal 1, the Guard must inform the Bunker Operator.
8. When a train is re-formed after detaching operations have been completed, the Guard must advise the Bunker Operator it is ready to return to the approach side of signal 1. (40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA)

LOCAL INSTRUCTIONS

Page 372

FERRYBRIDGE 'C' POWER STATION

Add**C.E.G.B. Level Crossing**

The instructions in the General Appendix headed "Automatic Open Crossings, Locally monitored (AOCL) - At crossings where trains are required to stop" apply at this crossing.

If it becomes necessary for a set-back movement to take place over the crossing, the Guard must be stationed at the Crossing to stop road traffic, before such movement commences.

"Incoming" Open Level Crossing

The instructions in the General Appendix headed "Open Crossings" apply at this crossing.

If it becomes necessary for a set back movement to be made over the crossing, a member of the C.E.G.B. staff will be stationed at the crossing and no movement over the crossing must be made without his authority. (37)

MISCELLANEOUS NOTICES

MOORTHORPE STATION**Until Further Notice**

From 07 30 to 17 00 daily, drivers of trains stopping in the Down Platform to observe instructions of Handsignalman and/or warning notices during repairs to platform copings.

**** DONCASTER TRACTION MAINTENANCE DEPOT (OLD STEAM SHED)****Until Further Notice**

Between 08 00 and 18 00 each day demolition work will take place on the above roof. Contractors will be engaged and all roads Blocked as required by local arrangement. (37)

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of work	Duration	Commencing Date
----------	----------------	----------	-----------------

NEVILLE HILL DEPOT

Excavation work is taking place in the sixfoots between one, two and three roads in the refuelling shed. Drivers alighting from engines in the shed must ensure they can do so safely.

MP.32/NS

G. GRAHAM
Chief Operating Manager

York

13 AUGUST, 1982



NS

EASTERN REGION

35/36

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 28 AUGUST

TO

FRIDAY 10 SEPTEMBER 1982

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 29 AUGUST – SOUTH KIRKBY

The trailing crossover between the Down and Up Main lines and the facing lead from Down Main into the South Kirkby Colliery lines will be taken out of use pending relaying.

Signals Abolished:—

Ground disc – Up Main to Down Main or to Bunker lines

Ground disc – Down Main to Up Main; to Branch; or to Marshalling Loop. (38)

SUNDAY 5 SEPTEMBER – DONCASTER

Additional flashing aspects will be fitted to Up Main signals D.812 and D.814.

The new aspect sequence reading from Up Main to Up Slow (D.292) via the facing connection at 156m. 42ch. will be:—

SIGNAL	ASPECT
D.300	Yellow (with position 1 indicator)
D.812	Flashing yellow
D.814	Flashing double yellow
D.822	Green

(38)

SUNDAY 5 SEPTEMBER – PECKFIELD

The catch points in the Up Main line at 11m. 38ch. will be removed and replaced by plain line. (39)

DETAILS OF WORK ALREADY CARRIED OUT

HATFIELD SIDINGS

The connection at 8¼ m.p. leading from the Down Hull line to the Shunt Spur and the trailing connection at 8 m.p. leading from Hatfield Sidings to the Up Scunthorpe Slow line have been clamped out of use pending removal.

The Shunt Spur at Hatfield Sidings has been abandoned.

Associated signal D.632 together with Ground Position Light signals 1107, 1108 and 1109 has been abolished.

1108 GPL Signal. The route into the shunt spur will be dispensed with. (Amended Item) (38)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

SOUTH KIRKBY JUNCTION TO MOORTHORPE STATION JUNCTION : RE-MODELLING OF SOUTH KIRKBY JUNCTION**South Kirkby Junction**

The Junction between the Down and Up Branch and the Down and Up Main lines has been relayed in a modified form 100 yards further south. The Down and Up Branch lines have been realigned accordingly.

The positions of the new and altered signals in relation to the re-modelled junction are as shown on the diagram included in this notice.

Between South Kirkby Junction and Moorthorpe Station Junction

The trailing crossover between the Down and Up Branch lines has been repositioned 200 yards nearer to Moorthorpe.

The Marshalling Loop has been extended 200 yards towards Moorthorpe.

Description of Signals :-

Signal	Line	Route Indication (Stencil)	Application to or towards
L652	Marshalling Loop	—	M28 Up Branch
L654	Up Branch	“M” “A” “B” “L”	L654 Down Main (Via Branch Crossover) Bunker Line ‘A’ Bunker Line ‘B’ L649 Marshalling Loop L654 Down Main
L666	Up Branch	—	

CUDWORTH NORTH JUNCTION

The following points have been secured out of use pending removal, together with associated signalling :-

- 13 – Up Main to Monk Bretton Branch.
- 18 – Trailing crossover Down Goods/Up Goods.
- 19 – Slip connection Up Main to Reception Sidings.
- 21 – Trailing connection Up Goods to Up Reception.

(37)

**** MOORTHORPE SOUTH**

New ground position light signals have been provided to replace the ground disc shunting signals as follows:-

New Signal No.	Line	Stencil Route Indication	Destination
15	Up Main	“G” “M”	Down Goods Loop Down Main
16	Frickley Colliery Line	“G” “M” “X”	Down Goods Loop Down Main Up Goods Loop Line Occupied
20	Down Main		Frickley Colliery Line Up Main
24	Down Goods Loop		Frickley Colliery Line Up Main (36)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** CASTLEFORD EAST JN. TO ALLERTON MAIN BOWERS OPENCAST

The shunt spur at 3½ m.p. has been shortened by 150 yards.

(36)

** THORPE MARSH POWER STATION

The following signalling alterations have been made to facilitate the working of 34 MGR trains:—

Unloading will take place on "A" line only. "B" line will become a "Run-round".

The trailing crossover between the Reception and Departure lines (adjacent to the Cripple Sidings ground frame) have been abolished. The adjacent facing crossover between these lines will be repositioned 65 yds. nearer to the Hopper House.

The connection from "A" line to the Oil Discharge Siding and the two connections from "B" line to the Weighbridge will be secured out of use pending removal and the associated ground frames removed.

Reception line 2 – aspect signal T1 (Red/Yellow) (applying along the Reception line or towards the Departure line), will be re-sited 73 yds. nearer to the Hopper House and the adjacent ground position light signal have been abolished.

Loaded trains on the Reception line proceeding from T1 signal will be routed via the repositioned crossover onto the Departure line towards the Weighbridge and T7 signal.

A new ground position light signal (T21) has been provided at the Reception line end of the repositioned facing crossover between the Reception and Departure lines (67 yds. on the Hopper House side of new T1 signal) T21 signal will apply along the Reception line or towards the Departure line.

A "LIMIT OF SHUNT" indicator has been provided on the Reception line 45 yds on the Hopper House side of new T1 signal.

The "30 MGR" sign at the Skellow Junction end of the Reception line has been reworded "34 MGR" and the MGR sign situated 55 yds. on the Hopper House side of T4/T5 bracket – post signal together with that signal has been abolished. A new straight post 2 – aspect colour light signal displaying Red or Yellow and plated T5, has been provided at the Departure line end of the repositioned facing crossover (between the Departure and Reception lines) 385 yds. on the Skellow Junction side of the Weighbridge. A subsidiary and route indicator has been provided and the following indications will apply:—

Main Aspect (Yellow) – towards Departure Line D725 signal

Subsidiary – with stencil indication "X" – towards Reception line new "Limit of Shunt".

T.M.17 signal applying "A" line towards the Shunt Spur has been repositioned 30 yards further from the Hopper House. A new ground position light unloading signal plated A10 has been provided on "A" line, situated 40 yards on the Shunt Spur side of A9 ground position light unloading signal.

TM18 signal, applying "B" line to Shunt Spur will exhibit a permanent RED aspect.

The eleven ground position light unloading signals on "B" line (Nos. B1 to B11 inclusive) between the Hopper House and TM18 signal (at the Shunt Spur end of "B" line has been disconnected pending removal

Departure line ground position light signal TM9 (apply towards "A" or "B" line), will apply towards "A" line only.

Departure line signal TM7 will now apply (Yellow Aspect) – towards "A" line only and subsidiary – towards "B" line.

(36)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** HULL – DAIRYCOATES AND NEW FULL LOAD DEPOT**

Rail access to Neptune Street has been terminated and the Arrival and Departure lines (continuation of the Down and Up Main lines from Dairycoates West) has been made redundant. STOP-BLOCKS will be erected at 1m. 52ch.

The Down and Up Main lines to/from Neptune Street have been renamed Down/Up Siding respectively and a Run-round has been provided at the Neptune Street end of these lines.

The Engineer's siding Motive Power Depot has been renamed C & W Depot.

Signalling Alterations

The route indication 'M' on Signal DW64 (Down Priory Departure line) 3-aspect signal will now be read in conjunction with the subsidiary signal as follows:—

Aspect	Route Indication	Destination
Main	S	Down South Branch
Subsidiary	M	Down Siding
Subsidiary	D	C & W Depot

The route indications on DW41 Ground Position light signal will read:—

M	Down Siding
D	C & W Depot
X	Up Siding

The 'Stop Telephone' notice board on the C & W Depot line has been replaced by a new ground position light (14A) outlet signal applying towards 14 ground position light signal.

A new ground position light signal (DW8) with a 2-aspect Route Indicator has been provided at the Run-round end of the Up Siding. The following indications will apply:—

M	Up Siding
S	Tilcon Siding

The route indicator provided on DW13 ground position light signal at the Run-round end of the Down Siding will read:—

M	Up Siding
X	Down Siding
S	Tilcon Siding

Reference should be made to the diagram included in this notice.

Hull : New Full Load Depot

The new Full Load Depot will be brought into use.

Connections to and from the Depot will be from the East and West entrance/exit to the Freightliner Depot.

The new Depot layout and associated notice boards and telephones are as shown on the diagram included in this notice. (36)

**** MILLFORD WEST SIDINGS**

The sixth dead-ended sidings (Milford West sidings Nos.1 to 6) between West siding No.7 and the Down Milford are now available for traffic use. (36)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

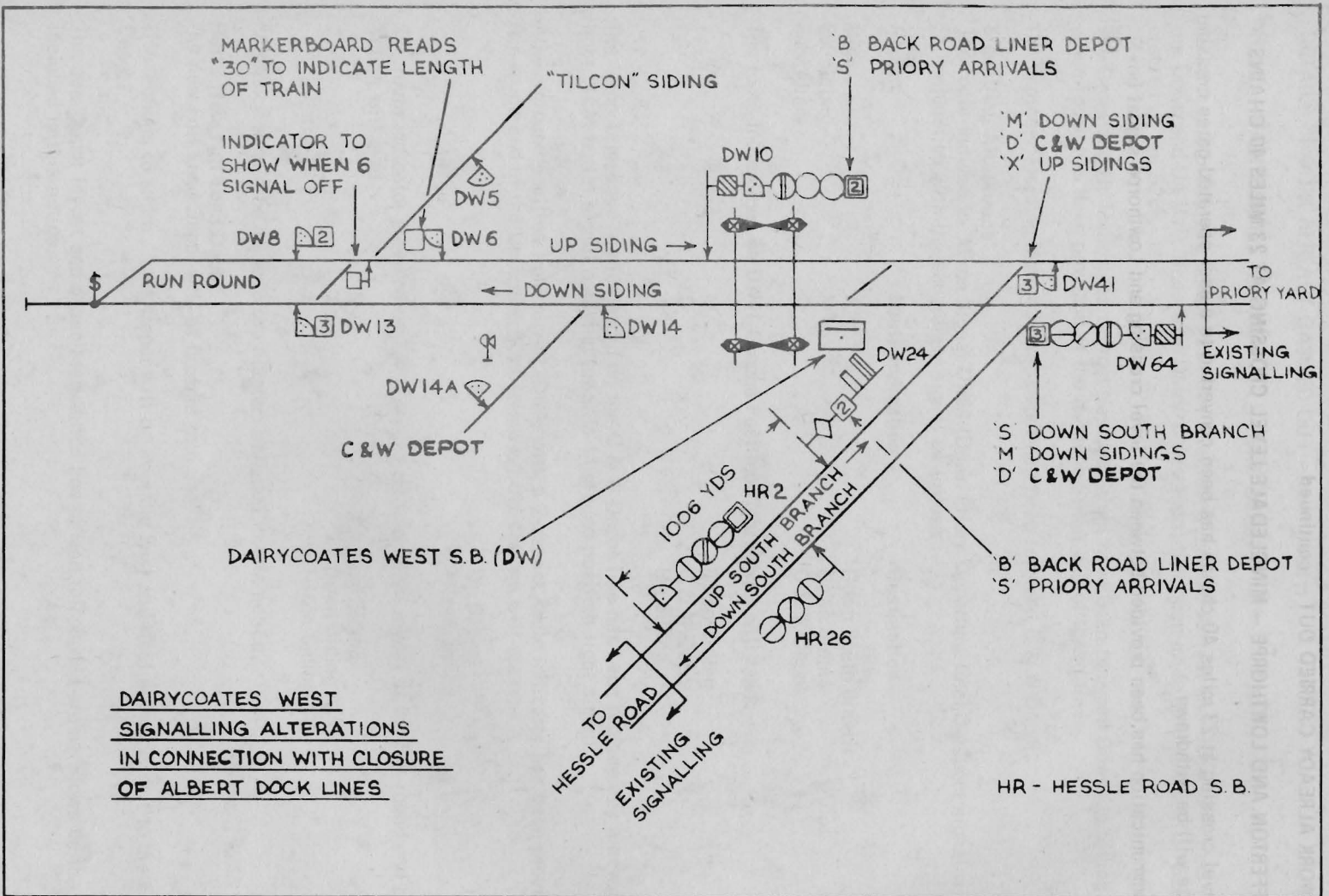
DETAILS OF WORK ALREADY CARRIED OUT – continued

* BETWEEN NAFFERTON AND LOWTHORPE – MINGLEDALE LEVEL CROSSING AT 23 MILES 40 CHAINS**

Mingledale level crossing at 23 miles 40 chains has been converted to a user-operated-gates crossing and attendance will be withdrawn.

Telephone communication has been provided between the level crossing and Lowthorpe signal box.

(35)

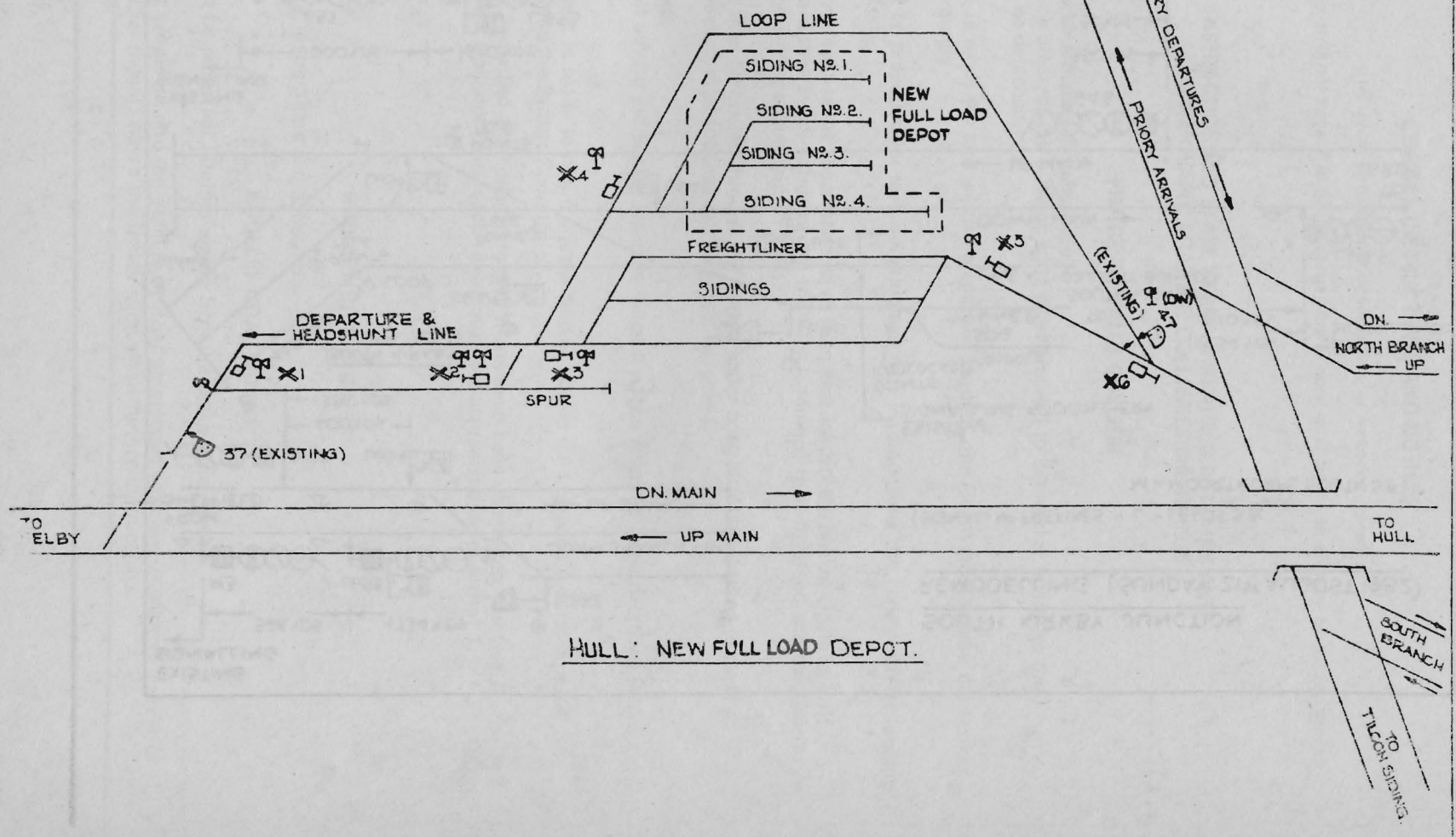


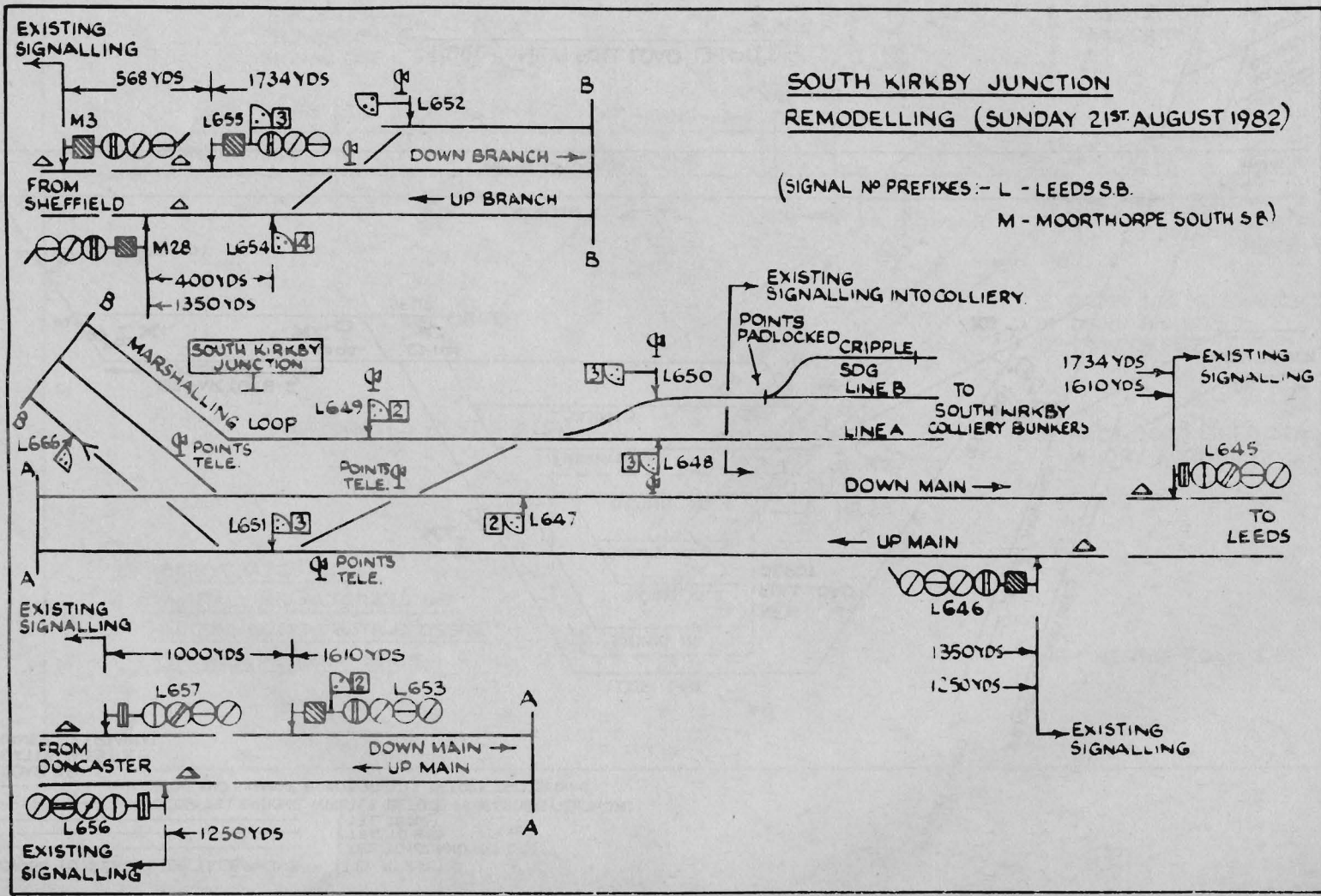
DAIRYCOATES WEST
SIGNALLING ALTERATIONS
IN CONNECTION WITH CLOSURE
OF ALBERT DOCK LINES

HR - HESSLE ROAD S. B.

**

- KEY.**
- * 1. NOTICE BOARD TO READ 'STOP TELEPHONE' (TEL. TO H.R.)
 - * 2. " " " " (TEL. TO HR AND TO F.L.T.)
 - * 3. " " " " (TEL. TO H.R.)
 - * 4. " " " " (TEL. TO HR.)
 - * 5. " " " " 'STOP TELEPHONE, WHISTLE BEFORE PROCEEDING' (TEL. TO D.W.)
 - * 6. " " " " 'STOP AND EXAMINE POINTS, WHISTLE BEFORE PROCEEDING'
- HR. - HESSE ROAD S.B.
 DW. - DAIRY COATES WEST S.B.
 FLT. - FREIGHTLINER TERMINAL.





SIGNALLING AND PERMANENT WAY ALTERATIONS

****** *Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

With effect from 09 00 Monday 13 September the 20m.p.h. Down and Up speed restrictions between Royston Jn. and Oakenshaw South Jn. (179m. 25ch. and 179m. 40ch.) will become differential restrictions of 20 over 40 in accordance with Section 1 clause 10 on page 1.57 of the General Appendix.
(40)

DETAILS OF WORK REFERRED TO IN SECTION B**MONDAY 12 SEPTEMBER – MOORHOUSE JUNCTION**

Up Main signal L.662 will be converted to an Automatic signal.

The left-hand off-set subsidiary on Down Main L.669 signal will be abolished.

The trailing Main to Main crossover will be secured out of use pending removal together with associated signalling.
(40)

DETAILS OF WORK ALREADY CARRIED OUT**SOUTH KIRKBY**

The trailing crossover between the Down and Up Main lines and the facing lead from Down Main into the South Kirkby Colliery lines has been taken out of use pending relaying.

Signals Abolished :-

Ground disc – Up Main to Down Main or to Bunker lines

Ground disc – Down Main to Up Main; to Branch; or to Marshalling Loop.
(38)

DONCASTER

Additional flashing aspects have been fitted to Up Main signals D.812 and D.814.

The new aspect sequence reading from Up Main to Up Slow (D.292) via the facing connection at 156m. 42ch. will be :-

SIGNAL	ASPECT
D.300	Yellow (with position 1 indicator)
D.812	Flashing yellow
D.814	Flashing double yellow
D.822	Green

(38)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****PECKFIELD**

The catch points in the Up Main line at 11m. 38ch. have been removed and replaced by plain line(39)

HATFIELD SIDINGS

The connection at 8¼ m.p. leading from the Down Hull line to the Shunt Spur and the trailing connection at 8 m.p. leading from Hatfield Sidings to the Up Scunthorpe Slow line have been clamped out of use pending removal.

The Shunt Spur at Hatfield Sidings has been abandoned.

Associated signal D.632 together with Ground Position Light signals 1107, 1108 and 1109 has been abolished.

1108 GPL Signal. The route into the shunt spur will be dispensed with. (Amended Item) (38)

SOUTH KIRKBY JUNCTION TO MOORTHORPE STATION JUNCTION : RE-MODELLING OF SOUTH KIRKBY JUNCTION**South Kirkby Junction**

The Junction between the Down and Up Branch and the Down and Up Main lines has been relayed in a modified form 100 yards further south. The Down and Up Branch lines have been realigned accordingly.

The positions of the new and altered signals in relation to the re-modelled junction are as shown on the diagram included in this notice.

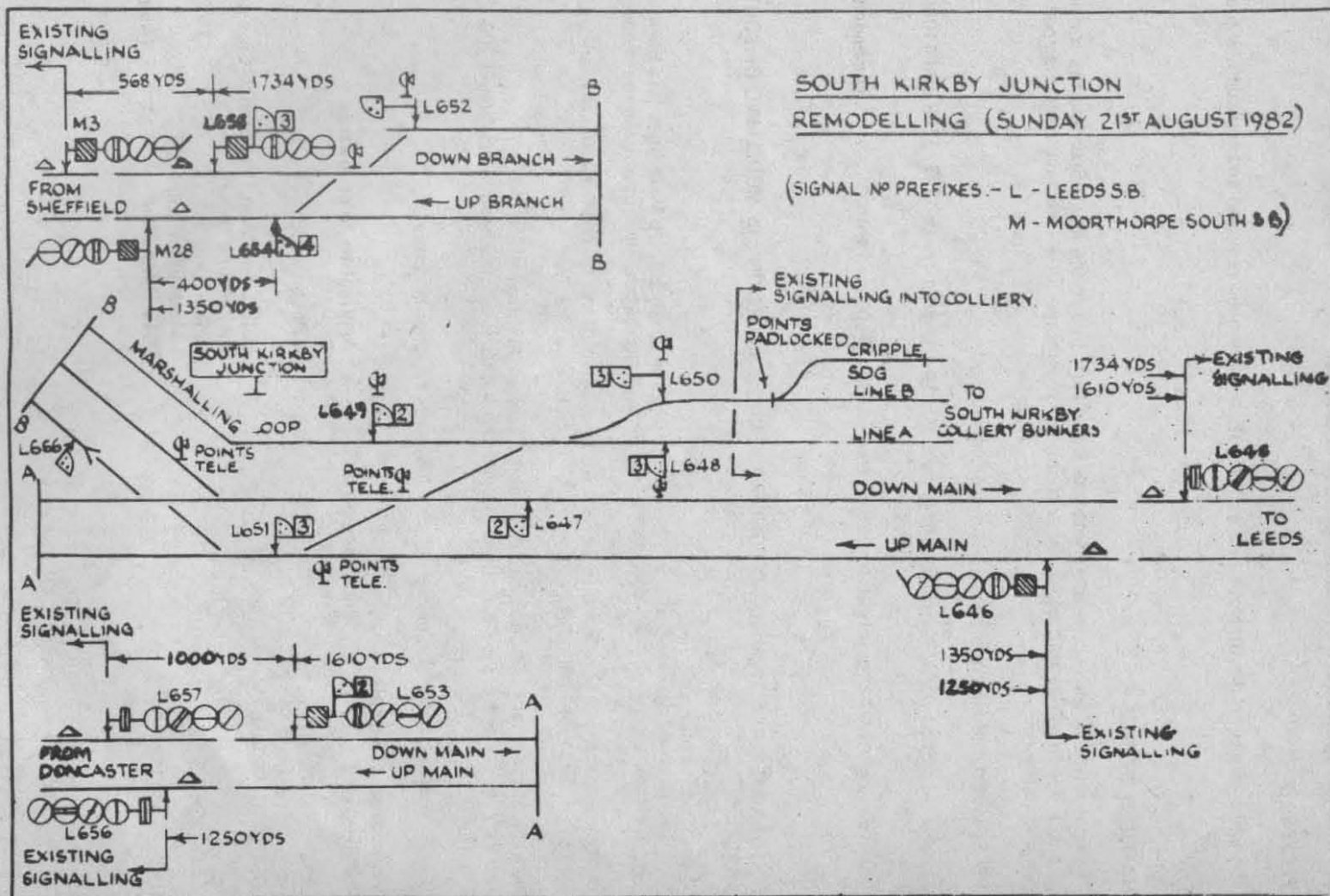
Between South Kirkby Junction and Moorthorpe Station Junction

The trailing crossover between the Down and Up Branch lines has been repositioned 200 yards nearer to Moorthorpe.

The Marshalling Loop has been extended 200 yards towards Moorthorpe.

Description of Signals:—

Signal	Line	Route Indication (Stencil)	Application to or towards
L652	Marshalling Loop	—	M28 Up Branch
L654	Up Branch	“M” “A” “B” “L”	L645 Down Main (Via Branch Crossover) Bunker Line ‘A’ Bunker Line ‘B’ L649 Marshalling Loop
L666	Up Branch	—	L645 Down Main (Amended Item)



SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES B.R.30059/5

Page 18 (1) and (2)

PRINCE OF WALES COLLIERY

Delete instructions and substitute:-

1. When signal 1 is cleared, the arriving train must proceed to the marker board for the locomotive to be detached.
2. When the train is ready for tare weighing and part loading, the Guard must advise the Bunker Operator accordingly.
3. The train must be propelled for tare weighing and part loading under the control of the loading signals at 1 m.p.h.
4. When the wagons next to the locomotive have been part loaded the Bunker Operator will advise the Guard that the direction of the train for loading will be reversed and the Guard must advise the Driver accordingly.
5. The train must then be hauled through the bunker under control of the loading signals at 1 m.p.h. for completion of loading and for gross weighing.

Crippled Wagons

6. The Guard must advise the Bunker Operator when a wagon requires to be detached in the cripple siding.
7. When a movement is ready to return via the Bunker line to the approach side of signal 1, the Guard must inform the Bunker Operator.
8. When a train is re-formed after detaching operations have been completed, the Guard must advise the Bunker Operator it is ready to return to the approach side of signal 1. (40D)

Page 22

WOOLLEY COAL SIDINGS

Delete all instructions and substitute:-

WOOLLEY COAL SIDING

1. All trains must be propelled into the siding from the Down Main line.
 2. When a train is propelled into the sidings, it must be stopped with the locomotive in rear of the colliery outlet signal, where the Driver must await further instructions.
-

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	

Page 111

ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.

Between Royston Jn. and Oakenshaw South Jn.

Amend:-

<u>20</u>	<u>20</u>	179m. 25ch. and
40	40	179m. 40ch.

(w.e.f. 09 00 Monday 13 September) (ND40D)

Page 156

LEEDS TO HULL PARAGON

Between St. Georges Road LC and Anlaby Road Jn.

Amend:-

40	40	1m. 0ch. and 0m.
		40ch.

(w.e.f. 14 00 Monday 13 September)

Between Anlaby Road Jn. and Hull Paragon

Delete:-

20	20	0m. 40ch. and 0m.
		48ch.

(w.e.f. 14 00 Monday 13 September) (ND40D)

LOCAL INSTRUCTIONS

Page 372

FERRYBRIDGE 'C' POWER STATION**Add****C.E.G.B. Level Crossing**

The instructions in the General Appendix headed "Automatic Open Crossings, Locally monitored (AOCL) - At crossings where trains are required to stop" apply at this crossing.

If it becomes necessary for a set-back movement to take place over the crossing, the Guard must be stationed at the Crossing to stop road traffic, before such movement commences.

"Incoming" Open Level Crossing

The instructions in the General Appendix headed "Open Crossings" apply at this crossing.

If it becomes necessary for a set back movement to be made over the crossing, a member of the C.E.G.B. staff will be stationed at the crossing and no movement over the crossing must be made without his authority.

(40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES
WAKEFIELD KIRKGATE STATION

From Sunday 12 September. Drivers of trains required to stop at Wakefield Kirkgate Station to observe instructions of handsignalmen and/or warning notices during repairs to platforms.

MIRFIELD STATION

From Monday 13 September until further notice, between 07 30 to 17 00 daily, Drivers of trains stopping at Mirfield to observe instructions of Handsignalman and/or warning notices during resurfacing of platform area.

MOORTHORPE STATION

Until Further Notice

From 07 30 to 17 00 daily, drivers of trains stopping in the Down Platform to observe instructions of Handsignalman and/or warning notices during repairs to platform copings.

York

27 AUGUST, 1982

MP.32/NS

G. GRAHAM
Chief Operating Manager

SIGNALLING AND PERMANENT WAY ALTERATIONS

* * Items marked thus will not appear in future issues and a note must be taken of them by all concerned

With effect from 09 00 Monday 13 September the 20m.p.h. Down and Up speed restrictions between Royston Jn. and Oakenshaw South Jn. (179m. 25ch. and 179m. 40ch.) will become differential restrictions of 20 over 40 in accordance with Section 1 clause 10 on page 1.57 of the General Appendix. (40)

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 19 SEPTEMBER - MIRFIELD

The points leading to the Up Sidings will be secured out of use in the normal position pending removal. (41)

SUNDAY 19 SEPTEMBER - SOUTH KIRKBY JUNCTION

The facing lead from the Down Main into South Kirkby Colliery will be restored to its former position.

The trailing crossover between the Down and Up Main lines will be re-positioned 30 yards nearer to South Elmsall.

Signalling Alterations

Down Main ground position light signal (L647) will be re-positioned in the Down Main cress 80 yards further south. A 2-way stencil-type route indicator will be provided, and the following indications will apply :-

Indication	Destination
"B"	Up Main L656 signal
"A"	Up Branch M28 signal

A new ground position light signal L651 will be provided in the Up Main cress at the Up Main end of the Main to Main trailing crossover. A 3-way stencil-type route indicator will be provided and the following indications will apply :-

Indication	Destination
"B"	Bunker line to B
"A"	Bunker line to A
"M"	Down Main L645 signal

THURSDAY 23 SEPTEMBER - BETWEEN LEEDS AND GARFORTH

The following catch points in the Down line will be secured out of use pending removal and replacement by plain line:-

- 17m. 52ch. 655 yards before reaching Leeds L791 signal
- 17m. 20ch. 830 yards before reaching L793 signal
- 16m. 42ch. 1020 yards before reaching L795 signal
- 15m. 74ch. 510 yards before reaching L797 signal
- 15m. 26ch. 600 yards before reaching L799 signal

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

THURSDAY 23 SEPTEMBER - BETWEEN THORNHILL LNW JUNCTION (RAVENSTHORPE) AND LEEDS
HOLBECK EAST JUNCTION (MORLEY TUNNEL)

The following catch points in the Down line will be secured out of use pending removal and replacement by plain line:-

- 32m. 76ch. 700 yards before reaching Batley signal No.15
- 33m. 39ch. 630 yards before reaching Batley signal No.14
- 34m. 10ch. 530 yards before reaching Batley signal No.13
- 34m. 45ch. 720 yards before reaching Batley signal No.12
- 35m. 17ch. 595 yards before reaching Batley signal No.11
- 35m. 60ch. 840 yards before reaching Batley signal No.10

DETAILS OF WORK ALREADY CARRIED OUT

MOORHOUSE JUNCTION

Up Main signal L.662 has been converted to an Automatic signal.

The left-hand off-set subsidiary on Down Main L.669 signal has been abolished.

The trailing Main to Main crossover has been secured out of use pending removal together with associated signalling. (40)

* * SOUTH KIRKBY

The trailing crossover between the Down and Up Main lines and the facing lead from Down Main into the South Kirkby Colliery lines has been taken out of use pending relaying.

Signals Abolished:-

Ground disc - Up Main to Down Main or to Bunker lines

Ground disc - Down Main to Up Main; to Branch; or to Marshalling Loop. (38)

* * DONCASTER

Additional flashing aspects have been fitted to Up Main signals D.812 and D.814.

The new aspect sequence reading from Up Main to Up Slow (D.292) via the facing connection at 156m. 42ch. will be:-

SIGNAL	ASPECT
D.300	Yellow (with position 1 indicator)
D.812	Flashing yellow
D.814	Flashing double yellow
D.822	Green

(38)

WAKEFIELD KIRKGATE

Rail access to Whithams Top Yard from the Up Goods line has been terminated and the sidings have been secured out of use pending removal. (New Item) (41)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

MARSDEN

The new mains crossover has been brought into use 100 yards east of its former position.

The associated ground disc signal applying Down Main to Up Main has been replaced by a ground position light signal (No.14).

The new 2-way route indicator will have the following indications:—

U – Down Main to Up Main

X – Set back along Down Main to NEW LIMIT OF SHUNT Indicator at the Diggle end of the Down Platform (east face of Bridge No.45).

The ground disc signal applying Up Main to Down Main has been replaced by a ground position light signal (No.17). (New item) (41)

PECKFIELD

The catch points in the Up Main line at 11m. 38ch. have been removed and replaced by plain line(39)

*** * HATFIELD SIDINGS**

The connection at 8¼ m.p. leading from the Down Hull line to the Shunt Spur and the trailing connection at 8 m.p. leading from Hatfield Sidings to the Up Scunthorpe Slow line have been clamped out of use pending removal.

The Shunt Spur at Hatfield Sidings has been abandoned.

Associated signal D.632 together with Ground Position Light signals 1107, 1108 and 1109 has been abolished.

1108 GPL Signal. The route into the shunt spur will be dispensed with. (Amended Item) (38)

SOUTH KIRKBY JUNCTION TO MOORTHORPE STATION JUNCTION : RE-MODELLING OF SOUTH KIRKBY JUNCTION**South Kirkby Junction**

The Junction between the Down and Up Branch and the Down and Up Main lines has been relayed in a modified form 100 yards further south. The Down and Up Branch lines have been realigned accordingly.

The positions of the new and altered signals in relation to the re-modelled junction are as shown on the diagram included in this notice.

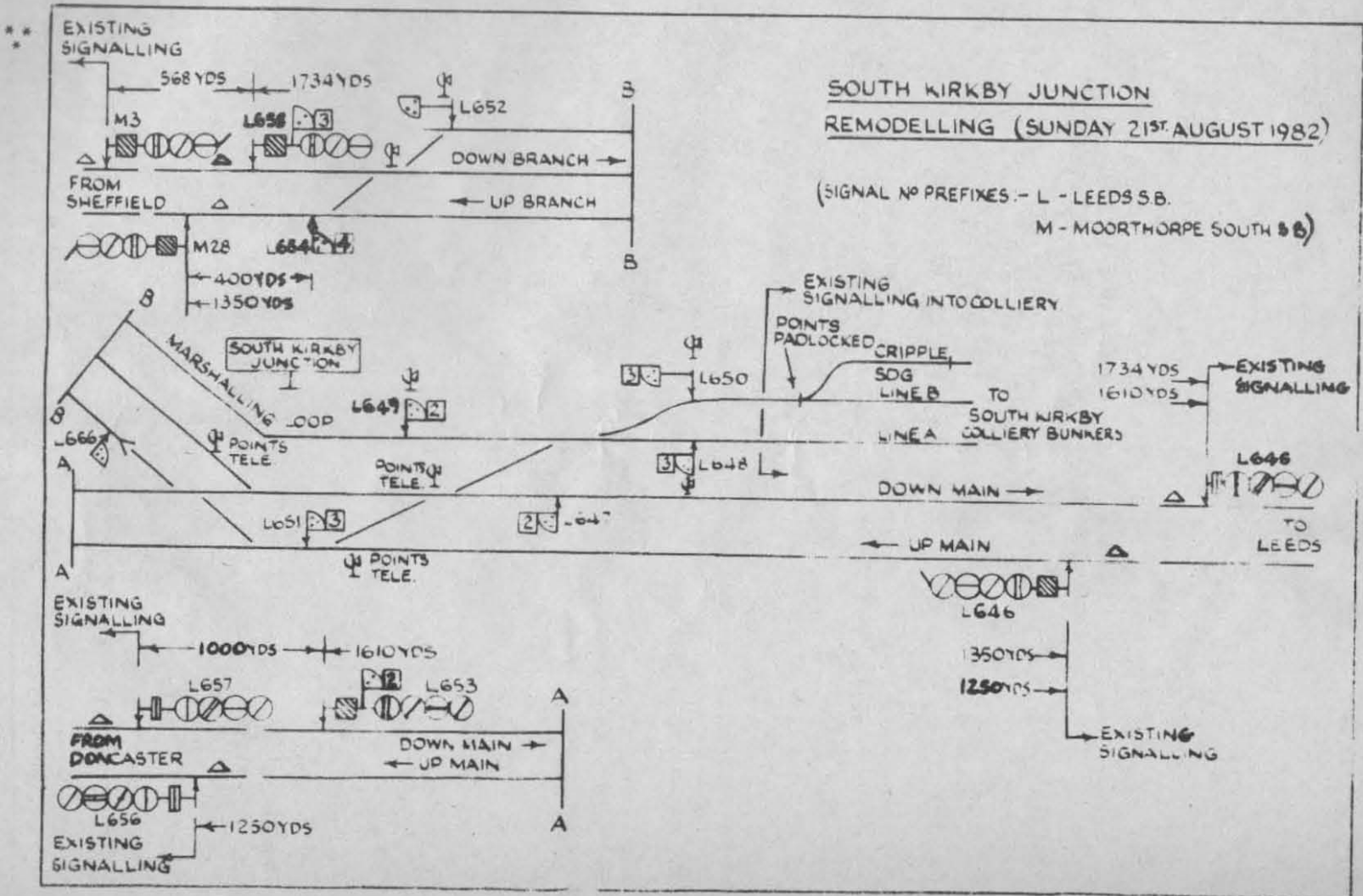
Between South Kirkby Junction and Moorthorpe Station Junction

The trailing crossover between the Down and Up Branch lines has been repositioned 200 yards nearer to Moorthorpe.

The Marshalling Loop has been extended 200 yards towards Moorthorpe.

Description of Signals:—

Signal	Line	Route Indication (Stencil)	Application to or towards
L652	Marshalling Loop	—	M28 Up Branch
L654	Up Branch	“M” “A” “B” “L”	L645 Down Main (Via Branch Crossover) Bunker Line ‘A’ Bunker Line ‘B’ L649 Marshalling Loop
L666	Up Branch	—	L645 Down Main (Amended Item)



SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
BUNKER/RAPID LOADING COLLIERIES B.R.30059/5

Page 18 (1) and (2)

PRINCE OF WALES COLLIERY

Delete instructions and substitute:-

1. When signal 1 is cleared, the arriving train must proceed to the marker board for the locomotive to be detached.
2. When the train is ready for tare weighing and part loading, the Guard must advise the Bunker Operator accordingly.
3. The train must be propelled for tare weighing and part loading under the control of the loading signals at 1 m.p.h.
4. When the wagons next to the locomotive have been part loaded the Bunker Operator will advise the Guard that the direction of the train for loading will be reversed and the Guard must advise the Driver accordingly.
5. The train must then be hauled through the bunker under control of the loading signals at 1 m.p.h. for completion of loading and for gross weighing.

Crippled Wagons

6. The Guard must advise the Bunker Operator when a wagon requires to be detached in the cripple siding.
7. When a movement is ready to return via the Bunker line to the approach side of signal 1, the Guard must inform the Bunker Operator.
8. When a train is re-formed after detaching operations have been completed, the Guard must advise the Bunker Operator it is ready to return to the approach side of signal 1. (40D)

Page 22

WOOLLEY COAL SIDINGS

Delete all instructions and substitute:-

WOOLLEY COAL SIDING

1. All trains must be propelled into the siding from the Down Main line.
 2. When a train is propelled into the sidings, it must be stopped with the locomotive in rear of the colliery outlet signal, where the Driver must await further instructions.
-

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	

Page 111

ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.

Between Royston Jn. and Oakenshaw South Jn.

Amend:-

 $\frac{20}{40}$ $\frac{20}{40}$ 179m. 25ch. and

179m. 40ch.

(w.e.f. 09 00 Monday 13 September) (ND40D)

Page 156

LEEDS TO HULL PARAGON

Between St. Georges Road LC and Anlaby Road Jn.

Amend:-

40 40 1m. 0ch. and 0m.

40ch.

(w.e.f. 14 00 Monday 13 September)

Between Anlaby Road Jn. and Hull Paragon

Delete:-

20 20 0m. 40ch. and 0m.

48ch.

(w.e.f. 14 00 Monday 13 September) (ND40D)

LOCAL INSTRUCTIONS

Page 372

FERRYBRIDGE 'C' POWER STATION

Add

C.E.G.B. Level Crossing

The instructions in the General Appendix headed "Automatic Open Crossings, Locally monitored (AOCL) - At crossings where trains are required to stop" apply at this crossing.

If it becomes necessary for a set-back movement to take place over the crossing, the Guard must be stationed at the Crossing to stop road traffic, before such movement commences.

"Incoming" Open Level Crossing

The instructions in the General Appendix headed "Open Crossings" apply at this crossing.

If it becomes necessary for a set back movement to be made over the crossing, a member of the C.E.G.B. staff will be stationed at the crossing and no movement over the crossing must be made without his authority. (40D)

TABLE Z - LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
Page 271 (Page 127 Supp. Optg. Insts)			
ALDWARKE NORTH JN. (MID) TO BURTON SALMON			
Delete:-			
Moorthorpe	Burton	Down and Up	--
Add:-			
Aldwarke North Jn.	Hickleton	Down and Up	--
Pontefract Baghill	Burton Salmon	Down and Up	-- (40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

BINGLEY STATION

Commencing Sunday 19 September from 07 30 to 17 00 daily, drivers of trains stopping at Bingley Station to observe instructions of Handsignalman and/or warning notices during repairs to platform areas.

ILKLEY STATION

Commencing Sunday 19 September from 07 30 to 17 00 daily, drivers of trains stopping at No.1 platform to observe instructions of Handsignalman and/or warning notices during repairs to platform areas.

DONCASTER STATION

Due to track renewal Up Platform (No.1) drivers of trains booked to call at Platform 3A must bring their trains to a stand at D282 Signal. **Until Further Notice.**

WAKEFIELD KIRKGATE STATION

Drivers of trains required to stop at Wakefield Kirkgate Station to observe instructions of handsignalmen and/or warning notices during repairs to platforms.

MIRFIELD STATION

Until further notice, between 07 30 to 17 00 daily. Drivers of trains stopping at Mirfield to observe instructions of Handsignalman and/or warning notices during resurfacing of platform area.

MOORTHORPE STATION

Until Further Notice

From 07 30 to 17 00 daily, drivers of trains stopping in the Down Platform to observe instructions of Handsignalman and/or warning notices during repairs to platform copings.



NS

EASTERN REGION

39

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 25 SEPTEMBER

TO

FRIDAY 1 OCTOBER 1982

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

With effect from 09 00 Monday 13 September the 20m.p.h. Down and Up speed restrictions between Royston Jn. and Oakenshaw South Jn. (179m. 25ch. and 179m. 40ch.) will become differential restrictions of 20 over 40 in accordance with Section 1 clause 10 on page 1.57 of the General Appendix. (40)

DETAILS OF WORK REFERRED TO IN SECTION B

WEDNESDAY 29 SEPTEMBER – YORK (CLIFTON)

Up Clifton Loop ground position light signal No.Y172 will be elevated 5 ft. above rail level, 6 ft. 4 ins. from the running edge. (42)

MONDAY 27 SEPTEMBER – THACKLEY JUNCTION

The points – Down Main/Down Loop will be secured out of use in the normal position until further notice. (U.F.N.)

DETAILS OF WORK ALREADY CARRIED OUT

MIRFIELD

The points leading to the Up Sidings have been secured out of use in the normal position pending removal. (41)

SOUTH KIRKBY JUNCTION

The facing lead from the Down Main into South Kirkby Colliery has been restored to its former position.

The trailing crossover between the Down and Up Main lines has been re-positioned 30 yards nearer to South Elmsall.

Signalling Alterations

Down Main ground position light signal (L647) has been re-positioned in the Down Main cress 80 yards further south. A 2-way stencil-type route indicator has been provided, and the following indications apply :-

Indication	Destination
"M"	Up Main L656 signal
"B"	Up Branch M28 signal

A new ground position light signal L651 has been provided in the Up Main cress at the Up Main end of the Main to Main trailing crossover. A 3-way stencil-type route indicator has been provided and the following indications will apply :-

Indication	Destination
"B"	Bunker line B
"A"	Bunker line A
"M"	Down Main L645 signal

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued

BETWEEN LEEDS AND GARFORTH

The following catch points in the Down line have been secured out of use pending removal and replacement by plain line:-

- 17m. 52ch. 655 yards before reaching Leeds L791 signal
- 17m. 20ch. 830 yards before reaching L793 signal
- 16m. 42ch. 1020 yards before reaching L795 signal
- 15m. 74ch. 510 yards before reaching L797 signal
- 15m. 26ch. 600 yards before reaching L799 signal

BETWEEN THORNHILL LNW JUNCTION (RAVENSTHORPE) AND LEEDS HOLBECK EAST JUNCTION (MORLEY TUNNEL)

The following catch points in the Down line have been secured out of use pending removal and replacement by plain line:-

- 32m. 76ch. 700 yards before reaching Batley signal No.15
- 33m. 39ch. 630 yards before reaching Batley signal No.14
- 34m. 10ch. 530 yards before reaching Batley signal No.13
- 34m. 45ch. 720 yards before reaching Batley signal No.12
- 35m. 17ch. 595 yards before reaching Batley signal No.11
- 35m. 60ch. 840 yards before reaching Batley signal No.10

MOORHOUSE JUNCTION

Up Main signal L.662 has been converted to an Automatic signal.

The left-hand off-set subsidiary on Down Main L.669 signal has been abolished.

The trailing Main to Main crossover has been secured out of use pending removal together with associated signalling. (40)

WAKEFIELD KIRKGATE

Rail access to Whithams Top Yard from the Up Goods line has been terminated and the sidings have been secured out of use pending removal. (41)

MARSDEN

The new mains crossover has been brought into use 100 yards east of its former position.

The associated ground disc signal applying Down Main to Up Main has been replaced by a ground position light signal (No.14) applying:-

- Down Main to Up Main or -
- Set back along Down Main to NEW LIMIT OF SHUNT Indicator at the Diggle end of the Down Platform (east face of Bridge No.45).

The ground disc signal applying Up Main to Down Main has been replaced by a ground position light signal (No.17). (Amended) (41)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued
 DETAILS OF WORK ALREADY CARRIED OUT - continued
 BETWEEN LEEDS AND GARFORTH

The following catch points in the Down line have been secured out of use pending removal and replacement by plain line:-

- 17m. 52ch. 655 yards before reaching Leeds L791 signal
- 17m. 20ch. 830 yards before reaching L793 signal
- 16m. 42ch. 1020 yards before reaching L795 signal
- 15m. 74ch. 510 yards before reaching L797 signal
- 15m. 26ch. 600 yards before reaching L799 signal

BETWEEN THORNHILL LNW JUNCTION (RAVENSTHORPE) AND LEEDS HOLBECK EAST JUNCTION (MORLEY TUNNEL)

The following catch points in the Down line have been secured out of use pending removal and replacement by plain line:-

- 32m. 76ch. 700 yards before reaching Batley signal No.15
- 33m. 39ch. 630 yards before reaching Batley signal No.14
- 34m. 10ch. 530 yards before reaching Batley signal No.13
- 34m. 45ch. 720 yards before reaching Batley signal No.12
- 35m. 17ch. 595 yards before reaching Batley signal No.11
- 35m. 60ch. 840 yards before reaching Batley signal No.10

MOORHOUSE JUNCTION

Up Main signal L.662 has been converted to an Automatic signal.

The left-hand off-set subsidiary on Down Main L.669 signal has been abolished.

The trailing Main to Main crossover has been secured out of use pending removal together with associated signalling. (40)

WAKEFIELD KIRKGATE

Rail access to Whithams Top Yard from the Up Goods line has been terminated and the sidings have been secured out of use pending removal. (41)

MARSDEN

The new mains crossover has been brought into use 100 yards east of its former position.

The associated ground disc signal applying Down Main to Up Main has been replaced by a ground position light signal (No.14) applying:-

- Down Main to Up Main or -
- Set back along Down Main to NEW LIMIT OF SHUNT Indicator at the Diggle end of the Down Platform (east face of Bridge No.45).

The ground disc signal applying Up Main to Down Main has been replaced by a ground position light signal (No.17). (Amended) (41)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

PECKFIELD

The catch points in the Up Main line at 11m. 38ch. have been removed and replaced by plain line(39)

SOUTH KIRKBY JUNCTION TO MOORTHORPE STATION JUNCTION : RE-MODELLING OF SOUTH KIRKBY JUNCTION

South Kirkby Junction

The Junction between the Down and Up Branch and the Down and Up Main lines has been relayed in a modified form 100 yards further south. The Down and Up Branch lines have been realigned accordingly.

The positions of the new and altered signals in relation to the re-modelled junction are as shown on the diagram included in this notice.

Between South Kirkby Junction and Moorthorpe Station Junction

The trailing crossover between the Down and Up Branch lines has been repositioned 200 yards nearer to Moorthorpe.

The Marshalling Loop has been extended 200 yards towards Moorthorpe.

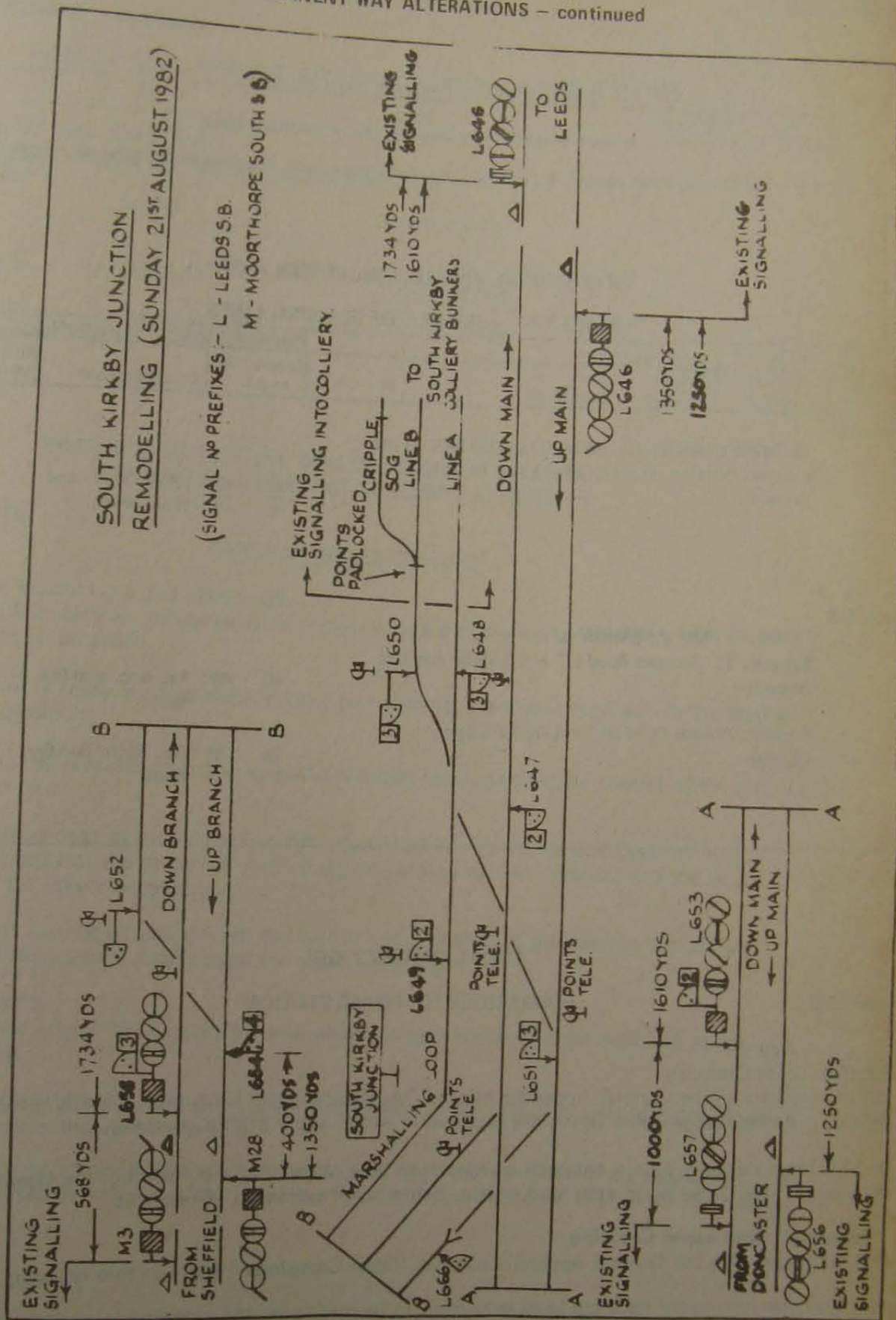
Description of Signals :-

Signal	Line	Route Indication (Stencil)	Application to or towards
L652	Marshalling Loop	—	M28 Up Branch
L654	Up Branch	“M” “A” “B” “L”	L645 Down Main (Via Branch Crossover) Bunker Line ‘A’ Bunker Line ‘B’ L649 Marshalling Loop
L666	Up Branch	—	L645 Down Main

**SOUTH KIRKBY JUNCTION
REMODELLING (SUNDAY 21ST AUGUST 1982)**

(SIGNAL NO PREFIXES - L - LEEDS S.B.)

M - MOORTHORPE SOUTH S.B.



**

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	

Page 111

ALDWARKE NORTH JN. (MID) TO LEEDS NORTH JN.

Between Royston Jn. and Oakenshaw South Jn.

Amend:—

20	20	179m. 25ch. and
40	40	179m. 40ch.

(ND40D)

Page 156

LEEDS TO HULL PARAGON

Between St. Georges Road LC and Anlaby Road Jn.

Amend:—

40	40	1m. 0ch. and 0m.
		40ch.

Between Anlaby Road Jn. and Hull Paragon

Delete:—

20	20	0m. 40ch. and 0m.
		48ch.

(ND40D)

LOCAL INSTRUCTIONS

Page 372

FERRYBRIDGE 'C' POWER STATION

Add

C.E.G.B. Level Crossing

The instructions in the General Appendix headed "Automatic Open Crossings, Locally monitored (AOCL) - At crossings where trains are required to stop" apply at this crossing.

If it becomes necessary for a set-back movement to take place over the crossing, the Guard must be stationed at the Crossing to stop road traffic, before such movement commences.

"Incoming" Open Level Crossing

The instructions in the General Appendix headed "Open Crossings" apply at this crossing.

If it becomes necessary for a set back movement to be made over the crossing, a member of the C.E.G.B. staff will be stationed at the crossing and no movement over the crossing must be made without his authority.

(40D)

TABLE Z - LINES EQUIPPED WITH THE AUTOMATIC WARNING SYSTEM

From	To	Line	Remarks
Page 271 (Page 127 Supp. Optg. Insts)			
ALDWARKE NORTH JN. (MID) TO BURTON SALMON			
Delete :-			
Moorthorpe	Burton	Down and Up	-
Add :-			
Aldwarke North Jn.	Hickleton	Down and Up	-
Pontefract Baghill	Burton Salmon	Down and Up	-

(40D)

**INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND
 BUNKER/RAPID LOADING COLLIERIES B.R.30059/5**

Page 18 (1) and (2)

PRINCE OF WALES COLLIERY

Delete instructions and substitute:-

1. When signal 1 is cleared, the arriving train must proceed to the marker board for the locomotive to be detached.
2. When the train is ready for tare weighing and part loading, the Guard must advise the Bunker Operator accordingly.
3. The train must be propelled for tare weighing and part loading under the control of the loading signals at 1 m.p.h.
4. When the wagons next to the locomotive have been part loaded the Bunker Operator will advise the Guard that the direction of the train for loading will be reversed and the Guard must advise the Driver accordingly.
5. The train must then be hauled through the bunker under control of the loading signals at 1 m.p.h. for completion of loading and for gross weighing.

Crippled Wagons

6. The Guard must advise the Bunker Operator when a wagon requires to be detached in the cripple siding.
7. When a movement is ready to return via the Bunker line to the approach side of signal 1, the Guard must inform the Bunker Operator.
8. When a train is re-formed after detaching operations have been completed, the Guard must advise the Bunker Operator it is ready to return to the approach side of signal 1. (40D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES
B.R.30059/5 - continued

Page 21 (1)/(2)

SOUTH KIRKBY COLLIERY

Delete and substitute:-

1. Trains for Discharge

- 1.1 Trains must be drawn through the hopper under the control of the unloading signals.
- 1.2 Discharge will take place whilst propelling at ½ m.p.h. under the control of the unloading signals.
- 1.3 The C&W Examiner will inform the Guard if any defective wagons require to be detached in the cripple sidings. The C&W Examiner will also inform the Discharge Hopper Operator.
- 1.4 On completion of discharge the train must be propelled towards line 'A' under the authority of signal C.4.
- 1.5 If the train is to depart towards Leeds it must be propelled behind the appropriate signal.
- 1.6 If the train is to depart empty towards Moorthorpe the locomotive must be detached and run round.
- 1.7 The Guard must advise the Signaller when the train is ready to depart.

2. Trains for Loading

- 2.1 Trains must proceed at 3 m.p.h. for tare weighing to the furthest loading signal.
- 2.2 Trains must then be propelled at ½ m.p.h. for loading and gross weighing under the control of the Loading signals.
- 2.3 Throughout the weighing and loading operations, the Guard must be positioned at the emergency stop switch. In an emergency the train must be brought to a stand by operation of this switch. Train movements must not be allowed to re-commence until the Guard has advised the Bunker Operator that it is safe to do so. The Guard must also operate this switch to stop the train and enable the last wagon to be loaded whilst stationary.
- 2.4 If a defective wagon requires to be detached in the cripple sidings the Guard must inform the Loading Bunker Operator.
- 2.5 On completion of gross weighing the Guard will be handed the train documents and the train must then be propelled to line 'B'.
- 2.6 If the train is to depart towards Leeds it must be propelled behind signal 654.
- 2.7 If the train is to depart towards Moorthorpe the locomotive must be detached and run round.
- 2.8 The Guard must advise the Signaller when the train is ready to depart.

3. Cripple Siding

- 3.1 When it is necessary to detach a defective wagon into the cripple siding the Colliery Controller will provide staff with the padlock key for the points, to assist in the detaching operation.
- 3.2 After the locomotive has run round and Signal 1 and 3 are cleared the Guard must signal the Driver to set back to the rear of signal 650.
- 3.3 After detaching operations have been completed the train must depart via Moorthorpe.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES
B.R.30059/5 - continued

Page 21 (1)/(2)-SOUTH KIRKBY COLLIERY - substitute - continued

4. **Level Crossing**
When a failure affecting the operation of the level crossing occurs, trainmen must be prepared to work to the instructions and hand signals of the attendant provided.
5. **Failure of N.C.B. Signals**
Should a signal failure occur, the Colliery Controller will arrange for the points to be set in the proper position. The Guard must, after checking the position of the points, work to the Colliery Controller's instructions and hand signal the Driver as necessary.
6. **Maximum permissible speeds**
Between main line connections and level crossing 15 m.p.h.
Between level crossings and discharge/loading lines 5 m.p.h.

(40D)

Page 22

WOOLLEY COAL SIDINGS

Delete all instructions and substitute:-

WOOLLEY COAL SIDING

1. All trains must be propelled into the siding from the Down Main line.
2. When a train is propelled into the sidings, it must be stopped with the locomotive in rear of the colliery outlet signal, where the Driver must await further instructions.

MISCELLANEOUS NOTICES

KEIGHLEY STATION

From Sunday 26 September, 07 30 to 17 00 daily, drivers of trains stopping at Keighley Station to observe instructions of hand signalman and/or warning notices during renewal of platform copings.

BINGLEY STATION

Commencing Sunday 19 September from 07 30 to 17 00 daily, drivers of trains stopping at Bingley Station to observe instructions of Hand signalman and/or warning notices during repairs to platform areas.

DONCASTER STATION

Due to track renewal Up Platform (No.1) drivers of trains booked to call at Platform 3A must bring their trains to a stand at D282 Signal. **Until Further Notice.**

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

****** With effect from 09 00 Monday 13 September the 20m.p.h. Down and Up speed restrictions between Royston Jn. and Oakenshaw South Jn. (179m. 25ch. and 179m. 40ch.) will become differential restrictions of 20 over 40 in accordance with Section 1 clause 10 on page 1.57 of the General Appendix. (40)

W.e.f. 14 00 Monday 11 October the 20 m.p.h. P.S.R. on the Down between Knottingley West Jn. and Ferrybridge North Jn. (2m. 71ch. and 2m. 31ch.) will be between 2m. 71ch. and 2m. 43ch. followed by a 40 m.p.h. P.S.R. from 2m. 43ch. to 2m. 27ch. (43)

DETAILS OF WORK REFERRED TO IN SECTION B**** SUNDAY 10 OCTOBER - MILFORD DOWN SIDINGS**

All points giving access to Milford Down Sidings will be secured out of use pending resignalling/remodelling and the associated signals abolished. (41)

DETAILS OF WORK ALREADY CARRIED OUT**MINEVAH ROAD SIDINGS HOLBECK**

Nos. 213 Sidings has been secured out of use pending removal. No. 1 Siding has been shortened by 30 yards and temporary buffer stops erected. (43)

BRIDLINGTON STATION

No. 2 Platform line has been secured out of use at the South end and shortened by 50 yards. The line will be reduced in status to a Siding with access at the North end only. (43)

YORK (CLIFTON)

Up Clifton Loop ground position light signal No. Y172 has been elevated 5ft. above rail level, 6 ft. 4 ins. from the running edge. (42)

THACKLEY JUNCTION

The points - Down Main/Down Loop has been secured out of use in the normal position until further notice. (U.F.N.)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** MIRFIELD

The points leading to the Up Sidings have been secured out of use in the normal position pending removal. (41)

SOUTH KIRKBY JUNCTION

The facing lead from the Down Main into South Kirkby Colliery has been restored to its former position.

The trailing crossover between the Down and Up Main lines has been re-positioned 30 yards nearer to South Elmsall.

Signalling Alterations

Down Main ground position light signal (L647) has been re-positioned in the Down Main cress 80 yards further south. A 2-way stencil-type route indicator has been provided, and the following indications apply :-

Indication	Destination
"M"	Up Main L656 signal
"B"	Up Branch M28 signal

A new ground position light signal L651 has been provided in the Up Main cress at the Up Main end of the Main to Main trailing crossover. A 3-way stencil-type route indicator has been provided and the following indications will apply :-

Indication	Destination
"B"	Bunker line B
"A"	Bunker line A
"M"	Down Main L645 signal

BETWEEN LEEDS AND GARFORTH

The following catch points in the Down line have been secured out of use pending removal and replacement by plain line :-

- 17m. 52ch. 655 yards before reaching Leeds L791 signal
- 17m. 20ch. 830 yards before reaching L793 signal
- 16m. 42ch. 1020 yards before reaching L795 signal
- 15m. 74ch. 510 yards before reaching L797 signal
- 15m. 26ch. 600 yards before reaching L799 signal

BETWEEN THORNHILL LNW JUNCTION (RAVENSTHORPE) AND LEEDS HOLBECK EAST JUNCTION (MORLEY TUNNEL)

The following catch points in the Down line have been secured out of use pending removal and replacement by plain line :-

- 32m. 76ch. 700 yards before reaching Batley signal No.15
- 33m. 39ch. 630 yards before reaching Batley signal No.14
- 34m. 10ch. 530 yards before reaching Batley signal No.13
- 34m. 45ch. 720 yards before reaching Batley signal No.12
- 35m. 17ch. 595 yards before reaching Batley signal No.11
- 35m. 60ch. 840 yards before reaching Batley signal No.10

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** WAKEFIELD KIRKGATE

Rail access to Withams Top Yard from the Up Goods line has been terminated and the sidings have been secured out of use pending removal. (41)

** MARSDEN

The new mains crossover has been brought into use 100 yards east of its former position.

The associated ground disc signal applying Down Main to Up Main has been replaced by a ground position light signal (No.14) applying:-

- Down Main to Up Main or -
- Set back along Down Main to NEW LIMIT OF SHUNT Indicator at the Diggle end of the Down Platform (east face of Bridge No.45).

The ground disc signal applying Up Main to Down Main has been replaced by a ground position light signal (No.17). (41)

SOUTH KIRKBY JUNCTION TO MOORTHORPE STATION JUNCTION : RE-MODELLING OF SOUTH KIRKBY JUNCTION

South Kirkby Junction

The Junction between the Down and Up Branch and the Down and Up Main lines has been relayed in a modified form 100 yards further south. The Down and Up Branch lines have been realigned accordingly.

The positions of the new and altered signals in relation to the re-modelled junction are as shown on the diagram included in this notice.

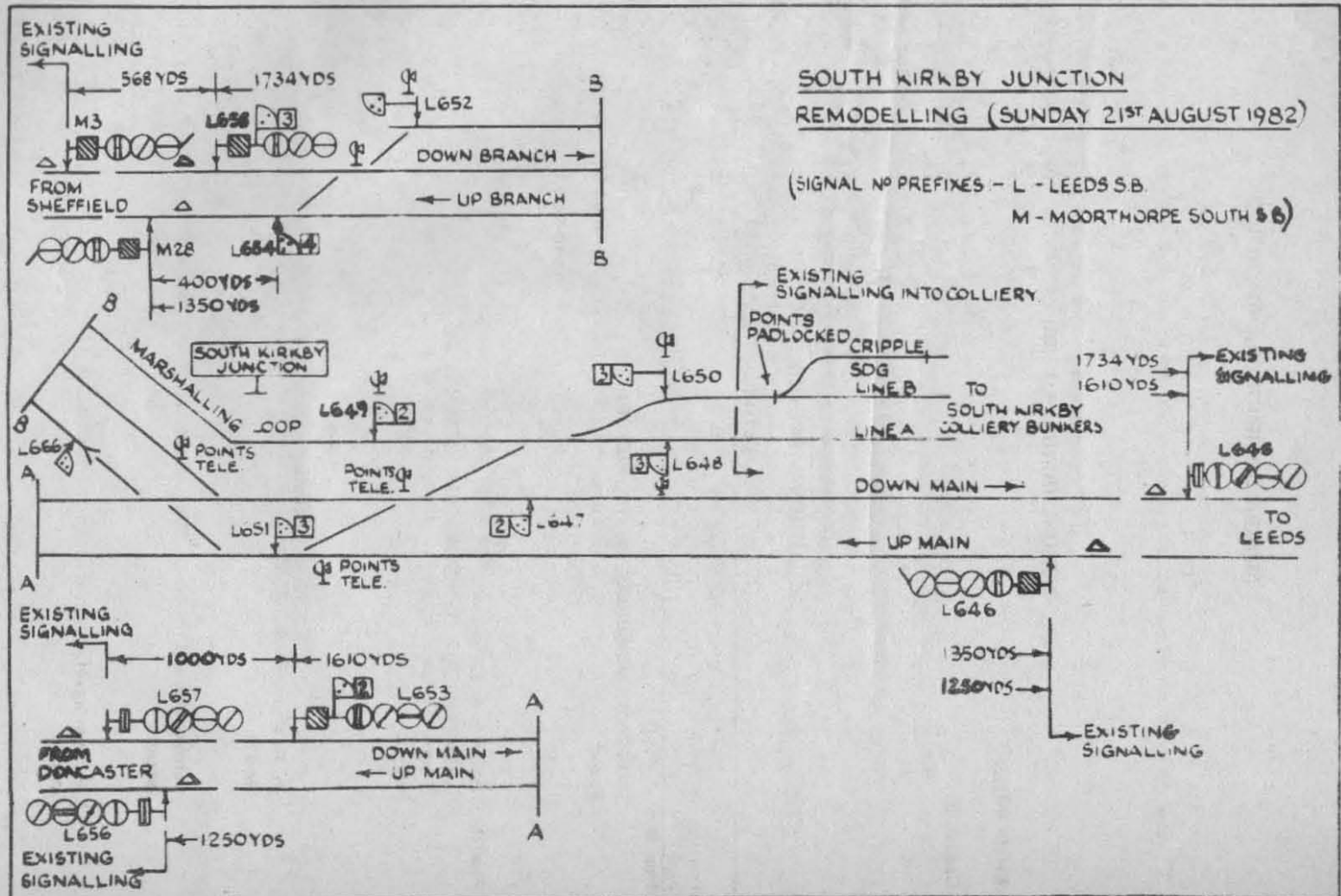
Between South Kirkby Junction and Moorthorpe Station Junction

The trailing crossover between the Down and Up Branch lines has been repositioned 200 yards nearer to Moorthorpe.

The Marshalling Loop has been extended 200 yards towards Moorthorpe.

Description of Signals:-

Signal	Line	Route Indication (Stencil)	Application to or towards
L652	Marshalling Loop	-	M28 Up Branch
L654	Up Branch	"M" "A" "B" "L"	L645 Down Main (Via Branch Crossover) Bunker Line 'A' Bunker Line 'B' L649 Marshalling Loop
L666	Up Branch	-	L645 Down Main



SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

WORKING MANUAL FOR RAIL STAFF (BR. 30054)

WHITE PAGES

Clause B2/7

Add:—

Service Vehicles 'Cark nd' ZD – 25 m.p.h.

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" – DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	

Page 84

DONCASTER MARSHGATE JN. TO LEEDS WEST JN.

Amend:— South Kirkby Jn. 165.74
(See page 134)

50 Down Main to Moorthorpe Station Jn. line.

Page 93 (Page 53 Supp. Optg. Insts.)

EASTWOOD L.M.R. TO NORMANTON GOOSE HILL JN.
Between Horbury Jn. and Wakefield Kirkgate West Jn.

Amend:— 25 25 All connections between 47m. 35ch. and 48m. 05ch. except as shown below.

At Wakefield Kirkgate West Jn.

Amend:— 40 40 All lines 47m. 38ch. and 48m. 05ch.

Between Wakefield Kirkgate West Jn. and Wakefield Kirkgate

Amend:— 25 Up L & Y Slow to Down Goole 47m. 52ch. and 48m. 05ch.

Between Wakefield Kirkgate and Turners Lane Jn.

Amend:— 40 Down L & Y to Down L & Y via No.2525 trailing points at 47m. 78ch.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	

Page 98

DIGGLE JN. LMR TO HEALEY MILLS HEATON LODGE JN.
Between Marsden and Signal HU195

Amend:- 55 21m. 11ch. and
21m. 30ch.

Page 101

PENISTONE, HUDDERSFIELD JN. TO HUDDERSFIELD SPRINGWOOD JN.
Clayton West Jn.

Amend:- 25 Single to Double.

Page 102

Between Brockholes and Honley

Delete:- 20 3m. 50ch. and
3m. 46ch.

Page 107

HORBURY STATION JN. TO CRIGGLESTONE JN.
Crigglestone Jn.

Amend:- 25 45m. 53ch. and
45m. 56ch.

Page 108

BARNSELY STATION JN. TO HORBURY JN.
Between Barnsley Station Jn. and Darton

Add:- 40 40 51m. 60ch. and
50m. 49ch.

Delete:- 40 40 51m. 24ch. and
50m. 23ch.

Delete:- Woolley New Tunnel 30 30 46m. 30ch. and
45m. 56ch.

Amend:- Crigglestone Jn. $\frac{45.56}{1.53}$ 25 To Horbury Station
Jn. line.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 123 (Page 68 Supp. Optg. Insts.)						
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.						
Between Wakefield Kirkgate (K) and Calder Bridge Jn.						
Delete:-				20	48m. 05ch. and 47m. 38ch.	
Add:-				25	48m. 05ch. and 47m. 43ch.	
Page 132						
ALDWARKE NORTH JN. (MID) TO BURTON SALMON						
Amend:-		Moorthorpe Station Jn. (See page 134)	11.25	50	To South Kirkby Jn. line.	
Page 134						
MOORTHORPE STATION JN. TO SOUTH KIRKBY JN.						
Amend:-				50	50 MAXIMUM PERMISSIBLE SPEED.	
		Moorthorpe Station Jn.				
Amend mileage:-			0.57			
		South Kirkby Jn.				
Amend mileage:-			0.05			

MISCELLANEOUS NOTICES

KEIGHLEY STATION

From Sunday 26 September, 07 30 to 17 00 daily, drivers of trains stopping at Keighley Station to observe instructions of handsignalman and/or warning notices during renewal of platform copings.

BINGLEY STATION

Commencing Sunday 19 September from 07 30 to 17 00 daily, drivers of trains stopping at Bingley Station to observe instructions of Handsignalman and/or warning notices during repairs to platform areas.

DONCASTER STATION

Due to track renewal Up Platform (No.1) drivers of trains booked to call at Platform 3A must bring their trains to a stand at D282 Signal. **Until Further Notice.**

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

WAKEFIELD KIRKGATE STATION

Drivers of trains required to stop at Wakefield Kirkgate Station to observe instructions of handsignalmen and/or warning notices during repairs to platforms.

MIRFIELD STATION

Until further notice, between 07 30 to 17 00 daily. Drivers of trains stopping at Mirfield to observe instructions of Handsignalman and/or warning notices during resurfacing of platform area.

MOORTHORPE STATION

Until Further Notice

From 07 30 to 17 00 daily, drivers of trains stopping in the Down Platform to observe instructions of Handsignalman and/or warning notices during repairs to platform copings.

York

27 SEPTEMBER, 1982

MP.32/NS

G. GRAHAM
Chief Operating Manager

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

W.e.f. 14 00 Monday 11 October the 20 m.p.h. P.S.R. on the Down between Knottingley West Jn. and Ferrybridge North Jn. (2m. 71ch. and 2m. 31ch.) will be between 2m. 71ch. and 2m. 43ch. followed by a 40 m.p.h. P.S.R. from 2m. 43ch. to 2m. 27ch. (43)

DETAILS OF WORK REFERRED TO IN SECTION B

MONDAY 17 OCTOBER - DECOY

The Ground Position Light Signal at the North End of Decoy No.7 Reception Siding, together with the associated telephone will be repositioned 10 yards further from the siding points. (82/42)

DETAILS OF WORK ALREADY CARRIED OUT

NINEVAH ROAD SIDINGS HOLBECK

Nos. 2 and 3 Sidings has been secured out of use pending removal. No.1 Siding has been shortened by 30 yards and temporary buffer stops erected. Amended (43)

BRIDLINGTON STATION

No.2 Platform line has been secured out of use at the South end and shortened by 50 yards. The line will be reduced in status to a Siding with access at the North end only. (43)

YORK (CLIFTON)

Up Clifton Loop ground position light signal No.Y172 has been elevated 5ft. above rail level, 6 ft. 4 ins. from the running edge. (42)

THACKLEY JUNCTION

The points - Down Main/Down Loop has been secured out of use in the normal position until further notice. (U.F.N.)

MILFORD AREA

Revised signalling/remodelling has taken place. Full details are shown in **Supplementary Notice of Signalling Alterations No.114** and all concerned should be in possession of a copy of this notice.

The normal aspect of Up Normanton automatic signal M676 and Up Milford automatic signal M630 should be altered to green on the diagram in the Supplementary Notice. (New Item) (45)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** SOUTH KIRKBY JUNCTION

The facing lead from the Down Main into South Kirkby Colliery has been restored to its former position.

The trailing crossover between the Down and Up Main lines has been re-positioned 30 yards nearer to South Elmsall.

Signalling Alterations

Down Main ground position light signal (L647) has been re-positioned in the Down Main cress 80 yards further south. A 2-way stencil-type route indicator has been provided, and the following indications apply:-

Indication	Destination
"M"	Up Main L656 signal
"B"	Up Branch M28 signal

A new ground position light signal L651 has been provided in the Up Main cress at the Up Main end of the Main to Main trailing crossover. A 3-way stencil-type route indicator has been provided and the following indications will apply:-

Indication	Destination
"B"	Bunker line B
"A"	Bunker line A
"M"	Down Main L645 signal

(42)

** BETWEEN LEEDS AND GARFORTH

The following catch points in the Down line have been secured out of use pending removal and replacement by plain line:-

- 17m. 52ch. 655 yards before reaching Leeds L791 signal
- 17m. 20ch. 830 yards before reaching L793 signal
- 16m. 42ch. 1020 yards before reaching L795 signal
- 15m. 74ch. 510 yards before reaching L797 signal
- 15m. 26ch. 600 yards before reaching L799 signal

** BETWEEN THORNHILL LNW JUNCTION (RAVENSTHORPE) AND LEEDS HOLBECK EAST JUNCTION (MORLEY TUNNEL)

The following catch points in the Down line have been secured out of use pending removal and replacement by plain line:-

- 32m. 76ch. 700 yards before reaching Batley signal No.15
- 33m. 39ch. 630 yards before reaching Batley signal No.14
- 34m. 10ch. 530 yards before reaching Batley signal No.13
- 34m. 45ch. 720 yards before reaching Batley signal No.12
- 35m. 17ch. 595 yards before reaching Batley signal No.11
- 35m. 60ch. 840 yards before reaching Batley signal No.10

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

** SOUTH KIRKBY JUNCTION TO MOORTHORPE STATION JUNCTION : RE-MODELLING OF SOUTH KIRKBY JUNCTION

South Kirkby Junction

The Junction between the Down and Up Branch and the Down and Up Main lines has been relayed in a modified form 100 yards further south. The Down and Up Branch lines have been realigned accordingly.

The positions of the new and altered signals in relation to the re-modelled junction are as shown on the diagram included in this notice.

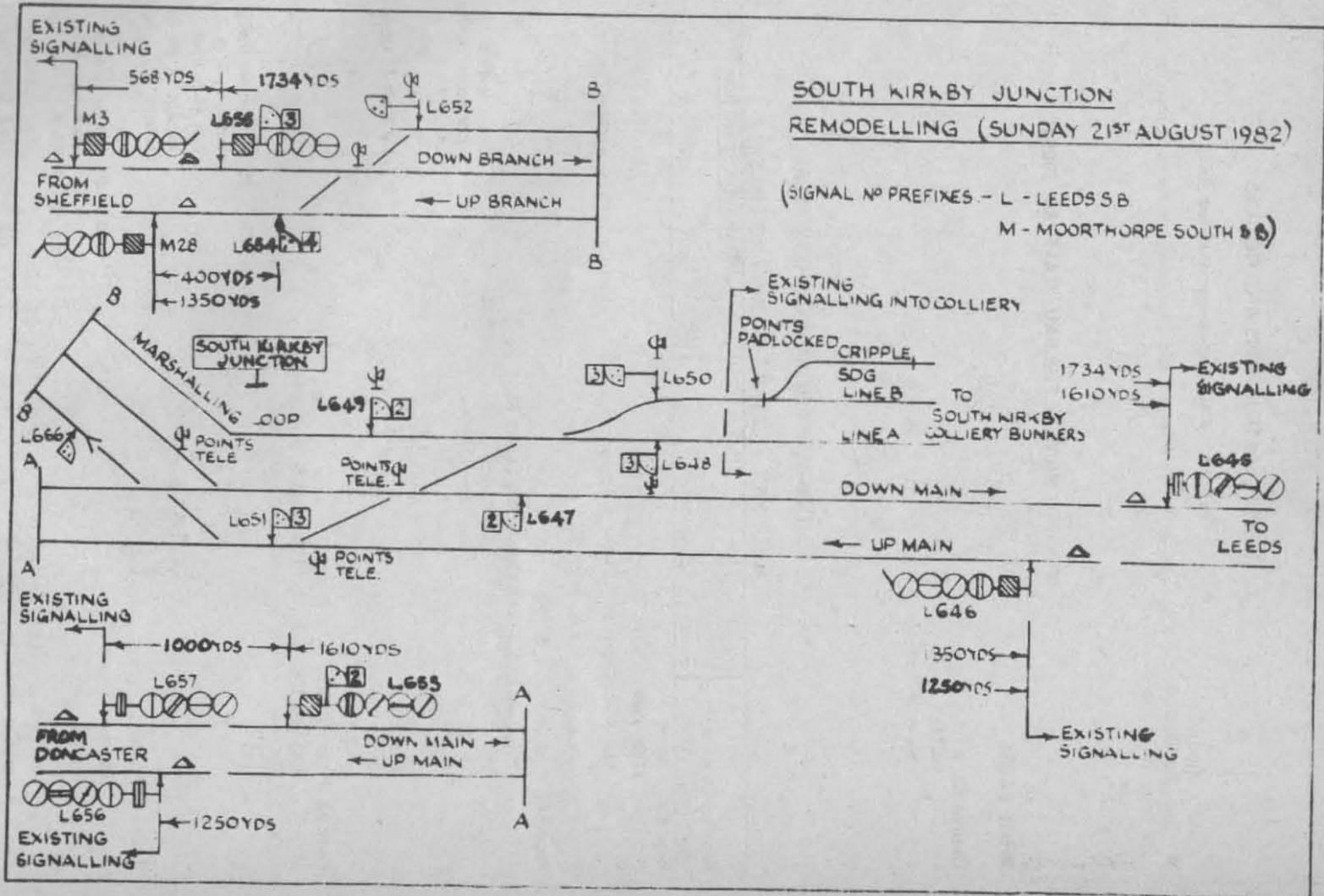
Between South Kirkby Junction and Moorthorpe Station Junction

The trailing crossover between the Down and Up Branch lines has been repositioned 200 yards nearer to Moorthorpe.

The Marshalling Loop has been extended 200 yards towards Moorthorpe.

Description of Signals :-

Signal	Line	Route Indication (Stencil)	Application to or towards
L652	Marshalling Loop	—	M28 Up Branch
L654	Up Branch	“M” “A” “B” “L”	L645 Down Main (Via Branch Crossover) Bunker Line ‘A’ Bunker Line ‘B’ L649 Marshalling Loop
L666	Up Branch	—	L645 Down Main



SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

****** Items marked thus will not appear in future issues and a note must be taken of them by all concerned

WORKING MANUAL FOR RAIL STAFF (BR. 30054)

WHITE PAGES

Clause B2/7

Add :-
Service Vehicles 'Cark nd' ZD - 25 m.p.h.

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
Page 59	YORK YARD SOUTH TO YORK CLIFTON					
	Add 'A' to Down and Up Goods lines in Running Lines and signalling system column					
Page 84	DONCASTER MARSHGATE JN. TO LEEDS WEST JN.					
	Amend :-	South Kirkby Jn. (See page 134)	165.74	50	Down Main to Moorthorpe Station Jn. line.	
	Add :-	South Kirkby Jn.		50	Up Main to Down Main	(49D)
Page 93 (Page 53 Supp. Optg. Insts.)	EASTWOOD L.M.R. TO NORMANTON GOOSE HILL JN.					
	Between Horbury Jn. and Wakefield Kirkgate West Jn.					
	Add :-			25	25	All connections between 47m. 35ch. and 48m. 05ch. except as shown below.
		At Wakefield Kirkgate West Jn.				
	Amend :-			40	40	All lines 47m. 38ch. and 48m. 05ch.
		Between Wakefield Kirkgate West Jn. and Wakefield Kirkgate				
	Amend :-			25		Up L & Y Slow to Down Goole 47m. 52ch. and 48m. 05ch.
		Between Wakefield Kirkgate and Turners Lane Jn.				
	Add :-			40		Down L & Y to Down L & Y via No.2525 trailing points at 47m. 78ch.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 98						
DIGGLE JN. LMR TO HEALEY MILLS HEATON LODGE JN. Between Marsden and Signal HU195						
	Amend :-			55	21m. 11ch. and 21m. 30ch.	
Page 101						
PENISTONE, HUDDERSFIELD JN. TO HUDDERSFIELD SPRINGWOOD JN. Clayton West Jn.						
	Amend :-			25	Single to Double.	
Page 102						
Between Brockholes and Honley						
	Delete :-			20	3m. 50ch. and 3m. 46ch.	
Page 107						
HORBURY STATION JN. TO CRIGGLESTONE JN. Crigglestone Jn.						
	Amend :-			25	45m. 53ch. and 45m. 56ch.	
Page 108						
BARNESLEY STATION JN. TO HORBURY JN. Between Barnsley Station Jn. and Darton						
	Add :-			40	40 51m. 60ch. and 50m. 49ch.	
	Delete :-			40	40 51m. 24ch. and 50m. 23ch.	
	Delete :-	Woolley New Tunnel		30	30 46m. 30ch. and 45m. 56ch.	
	Amend :-	Crigglestone Jn.	$\frac{45.56}{1.53}$	25	To Horbury Station Jn. line.	
Page 118 (Page ND17, ND40D)						
NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN. Castleford						
	Delete :-					AB between Castleford Gates and Fryston when Castleford box is closed.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 123 (Page 68 Supp. Optg. Insts.)						
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.						
Between Wakefield Kirkgate (K) and Calder Bridge Jn.						
Delete :-				20	48m. 05ch. and 47m. 38ch.	
Add :-				25	48m. 05ch. and 47m. 43ch.	
Page 131 (Page 23 ND40D)						
ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD						
Amend :-						
PONTEFRAC (NORTH OF) 3m.p. AND BURTON						
SALMON				70	70	MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS LOADED OR EMPTY
0m. 0ch.						
16m. 69ch.						
				60	60	MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN LOADED OR EMPTY PASSENGER TRAINS (49D)
Page 132						
ALDWARKE NORTH JN. (MID) TO BURTON SALMON						
Amend :-						
		Moorthorpe Station	11.25	50		To South Kirkby Jn. line.
		Jn. (See page 134)				
Page 134						
MOORTHORPE STATION JN. TO SOUTH KIRKBY JN.						
Amend :-						
				50	50	MAXIMUM PERMISSIBLE SPEED.
Amend mileage :-		Moorthorpe Station Jn.	0.57			
		South Kirkby Jn.	0.05			

LOCAL INSTRUCTIONS

Page 372

FERRYBRIDGE 'C' POWER STATION

Add :-

C.E.G.B. Level Crossing

The instructions in the General Appendix headed "Automatic" Open Crossings, Locally monitored (AOCL) - At crossings where trains are not required to stop apply, as far as practicable, at this crossing.

"Incoming" Open Level Crossing

The instructions in the General Appendix headed "Open Crossings" apply at this crossing.

If it becomes necessary for a set-back movement to be made over the crossing a member of the CEGB staff will be stationed at the crossing and no movement over the crossing must be made without his authority.

(49D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

KEIGHLEY STATION

From Sunday 26 September, 07 30 to 17 00 daily, drivers of trains stopping at Keighley Station to observe instructions of handsignalman and/or warning notices during renewal of platform copings.

BINGLEY STATION

Commencing Sunday 19 September from 07 30 to 17 00 daily, drivers of trains stopping at Bingley Station to observe instructions of Handsignalman and/or warning notices during repairs to platform areas.

DONCASTER STATION

Due to track renewal Up Platform (No.1) drivers of trains booked to call at Platform 3A must bring their trains to a stand at D282 Signal. **Until Further Notice.**

WAKEFIELD KIRKGATE STATION

Drivers of trains required to stop at Wakefield Kirkgate Station to observe instructions of handsignalman and/or warning notices during repairs to platforms.

MIRFIELD STATION

Until further notice, between 07 30 to 17 00 daily. Drivers of trains stopping at Mirfield to observe instructions of Handsignalman and/or warning notices during resurfacing of platform area.

MOORTHORPE STATION

Until Further Notice

From 07 30 to 17 00 daily, drivers of trains stopping in the Down Platform to observe instructions of Handsignalman and/or warning notices during repairs to platform copings.

York

MP.32/NS

R.M. WILLIAMS
Chief Operating Manager

4 OCTOBER, 1982



NS

EASTERN REGION

43

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

SIGNALLING AND
PERMANENT WAY ALTERATIONS

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 23 OCTOBER

TO

FRIDAY 29 OCTOBER 1982

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

- ** W.e.f. 14 00 Monday 11 October the 20 m.p.h. P.S.R. on the Down between Knottingley West Jn. and Ferrybridge North Jn. (2m. 71ch. and 2m. 31ch.) will be between 2m. 71ch. and 2m. 43ch. followed by a 40 m.p.h. P.S.R. from 2m. 43ch. to 2m. 27ch. (43)

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 24 OCTOBER – KNOTTINGLEY (BETWEEN SOUTH JN. AND WEST JN.)

Down Doncaster K386 Signal will be re-positioned 125 yards further from West Jn. (43)

DETAILS OF WORK ALREADY CARRIED OUT

** DECOY

The Ground Position Light Signal at the North End of Decoy No.7 Reception Siding, together with the associated telephone has been repositioned 10 yards further from the siding points. (82/42)

** NINEVAH ROAD SIDINGS HOLBECK

Nos. 2 and 3 Sidings has been secured out of use pending removal. No.1 Siding has been shortened by 30 yards and temporary buffer stops erected. Amended (43)

** BRIDLINGTON STATION

No.2 Platform line has been secured out of use at the South end and shortened by 50 yards. The line will be reduced in status to a Siding with access at the North end only. (43)

** YORK (CLIFTON)

Up Clifton Loop ground position light signal No.Y172 has been elevated 5ft. above rail level, 6 ft. 4 ins. from the running edge. (42)

THACKLEY JUNCTION

The points – Down Main/Down Loop has been secured out of use in the normal position until further notice. (U.F.N.)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

MILFORD AREA

Revised signalling/remodelling has taken place. Full details are shown in **Supplementary Notice of Signalling Alterations No.114** and all concerned should be in possession of a copy of this notice.

The normal aspect of Up Normanton automatic signal M676 and Up Milford automatic signal M630 should be altered to **green** on the diagram in the Supplementary Notice.

Fryston Down Normanton signal FN27 should be altered to FN29 on the diagram in the **Supplementary Notice, (Amended) (45)**

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

LOCAL INSTRUCTIONS

Page 372

FERRYBRIDGE 'C' POWER STATION

Add :-

C.E.G.B. Level Crossing

The instructions in the General Appendix headed "Automatic" Open Crossings, Locally monitored (AOCL) - At crossings where trains are not required to stop apply, as far as practicable, at this crossing.

"Incoming" Open Level Crossing

The instructions in the General Appendix headed "Open Crossings" apply at this crossing.

If it becomes necessary for a set-back movement to be made over the crossing a member of the CEGB staff will be stationed at the crossing and no movement over the crossing must be made without his authority.

(49D)

MISCELLANEOUS NOTICES

KEIGHLEY STATION

From Sunday 26 September, 07 30 to 17 00 daily, drivers of trains stopping at Keighley Station to observe instructions of handsignalman and/or warning notices during renewal of platform copings.

BINGLEY STATION

Commencing Sunday 19 September from 07 30 to 17 00 daily, drivers of trains stopping at Bingley Station to observe instructions of Handsignalman and/or warning notices during repairs to platform areas.

DONCASTER STATION

Due to track renewal Up Platform (No.1) drivers of trains booked to call at Platform 3A must bring their trains to a stand at D282 Signal. **Until Further Notice.**

WAKEFIELD KIRKGATE STATION

Drivers of trains required to stop at Wakefield Kirkgate Station to observe instructions of handsignalmen and/or warning notices during repairs to platforms.

MIRFIELD STATION

Until further notice, between 07 30 to 17 00 daily. Drivers of trains stopping at Mirfield to observe instructions of Handsignalman and/or warning notices during resurfacing of platform area.

MOORTHORPE STATION

Until Further Notice

From 07 30 to 17 00 daily, drivers of trains stopping in the Down Platform to observe instructions of Handsignalman and/or warning notices during repairs to platform copings.

York

MP.32/NS

R.M. WILLIAMS
Chief Operating Manager

11 OCTOBER, 1982



NS

EASTERN REGION

44

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

SATURDAY 30 OCTOBER

TO

FRIDAY 5 NOVEMBER 1982

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 31 OCTOBER – SOUTH KIRKBY

The Siding Line 'B' ground position-light exit signal No.L650 (and associated stencil-type route indicator) at present situated between Siding Lines 'A' and 'B', will be repositioned on the right hand side of Siding Line 'B' at an increased height of 11ft.

SUNDAY 31 OCTOBER – KNOTTINGLEY

A diagram, illustrating the following remodelling and resignalling which will take place in the Knottingley area is included in this notice.

Between Knottingley South Junction and Knottingley East Junction

The Up Goods line will be made redundant and the Down Goods line will be converted to a 2-way Goods Single line.

Between Knottingley East Junction and England Lane Level Crossing

The Up Goole Goods Loop will also be converted to a 2-way Goole Goods Loop single line.

Between Knottingley East Junction and Knottingley Signal Box

The trailing crossover adjacent to the signal box will be repositioned 308 yards nearer to Knottingley East Junction.

Signalling Alterations

Up Goole 4-aspect signal K422 (at 59m. 13ch.) adjacent to England Lane level crossing will be abolished.

Up Goole 4-aspect signal K428 (at 59m. 29ch.) will be replaced by a new 4-aspect colour light signal. New Junction Route Indicators and a subsidiary will be provided and the following indications will apply:-

ASPECT	INDICATION	DESTINATION
Main	Junction Indicator position '2' *	(Up) Goods Single line
Main	Junction Indicator position '1' *	(Up) Goole Goods Loop
Main		Up Goole
Sub	Junction Indicator position '1'	Up Goole Goods Loop

A new ground position light signal No.424 (with stencil-type route indicator) will be provided at the Down Goole end of the repositioned crossover and the following indications will apply:-

ROUTE INDICATION	DESTINATION
"U"	Up Goole
"G"	Up and Down Goole Goods Loop

A new ground-mounted 3-aspect signal K423 will be provided at the East (England Lane Ground Frame) end of the Goole Goods Loop applying:-

Goole Goods Loop (Down direction) towards Down Goole.

*** ILLUMINATED WHEN 421 SHOWS PROCEED ASPECT**

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 31 OCTOBER – KNOTTINGLEY – continued****Knottingley East Junction**

Up Goole Goods Loop ground position light signal 421 will be repositioned 30 yards further West.

Between Knottingley West Junction and Knottingley East Junction

Up Goole Goods Loop ground position light signal No.411 will be repositioned 120 yards further East.

The "Engine Kip" and the associated ground position light signals Nos.412 and 413 will be abolished.

Between Knottingley South Junction and Knottingley East Junction

(Down) Goods Single line signal K417 will now apply towards the (Down) Goole Goods Loop new K423 signal and the offset subsidiary will be abolished.

(Up) Goods single line signal K431 will be repositioned 5 yards further from Knottingley South Junction. A stencil-type route indicator will be provided, and route indication "X" when read in conjunction with the subsidiary will apply towards Down Doncaster new LIMIT OF SHUNT situated 275 yards on the Shaftholme Junction side of repositioned K435 signal (see below).

Between Shaftholme Junction (exclusive) and Knottingley South Junction

Down Knottingley 3-aspect automatic signal K437 will be replated as a controlled signal.

Down Knottingley K435 signal will be repositioned 335 yards further North. A new route indicator and subsidiary will be provided and the following indications will apply:—

ASPECT	ROUTE INDICATION	DESTINATION
Main	Junction Route Indicator position "4"	(Down) Goods Single Line
Main		Down Doncaster
Sub	"U"	Up Doncaster

Knottingley South Junction

The junction will be remodelled to form a single lead junction between the Down and Up Knottingley lines and the 2-way Goods single line. The trailing crossover will be replaced by a facing crossover.

The Down Knottingley ground position light signal No.433 (associated with the former trailing crossover) will be abolished.

The Down Knottingley ground position light signal No. 432 (associated with the former trailing crossover) will be repositioned 80 yards further South. A 2-way stencil-type route indicator will be provided and the following indications will apply;—

Indication "X" – towards the Down Doncaster "LIMIT OF SHUNT"

Indication "S" † – towards Down (Jackson's) Sidings

† ALSO controlled by Jackson's Siding ground frame.

Between Knottingley West Junction and Knottingley South Junction

A new Sub Signal and Stencil type route indicator will be provided on the Up Doncaster 3-aspect signal K404 and will read "X" when read in conjunction with the Sub Signal, will apply towards the Down Doncaster new "LIMIT OF SHUNT".

Down Doncaster 3-aspect signal K 407 will be abolished.

Automatic Warning System

The A.W.S. will be provided as shown on the diagram.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

MILFORD AREA

Revised signalling/remodelling has taken place. Full details are shown in **Supplementary Notice of Signalling Alterations No.114** and all concerned should be in possession of a copy of this notice.

The normal aspect of Up Normanton automatic signal M676 and Up Milford automatic signal M630 should be altered to **green** on the diagram in the Supplementary Notice.

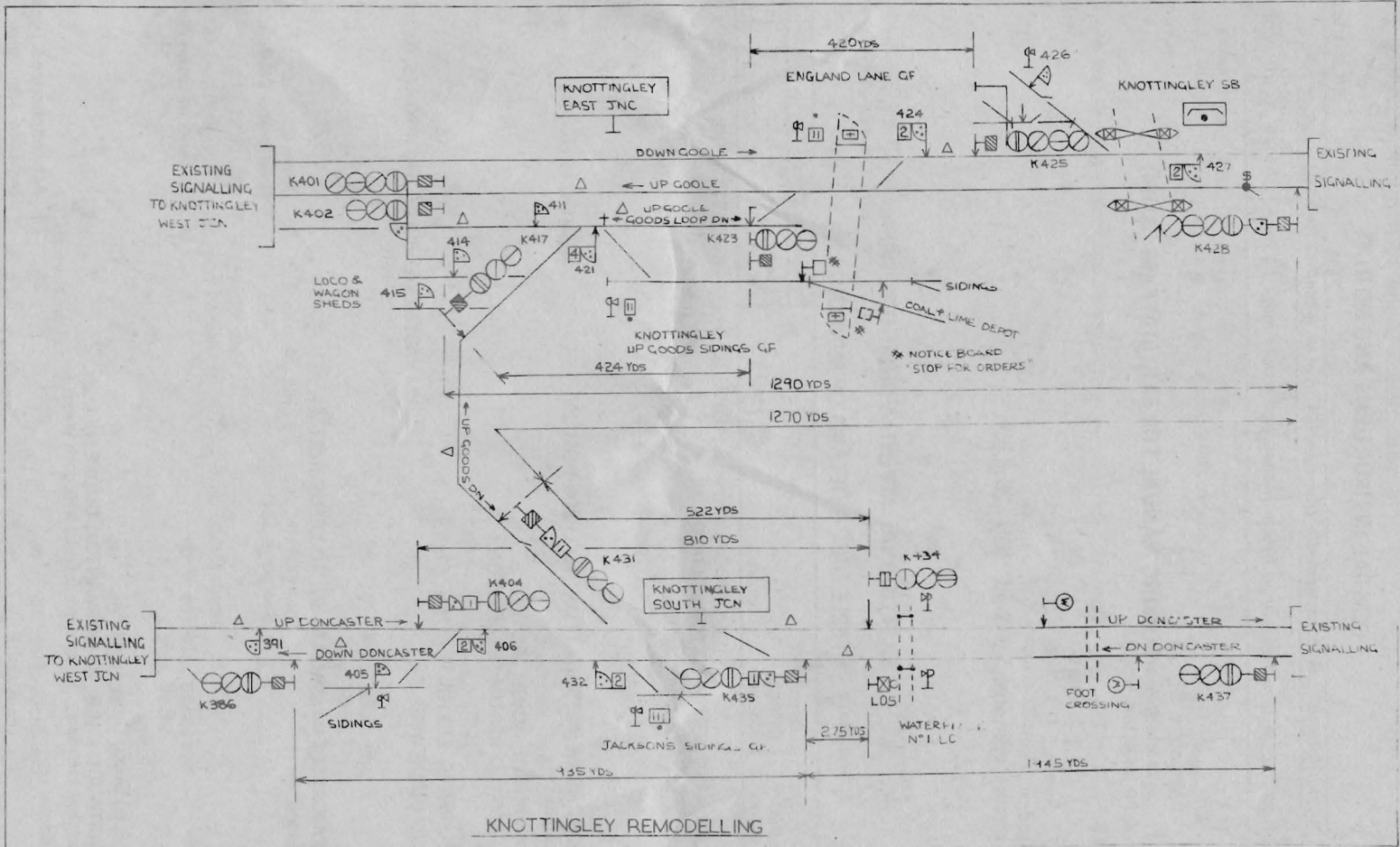
Fryston Down Normanton signal FN27 should be altered to FN29 on the diagram in the Supplementary Notice. **(Amended) (45)**

KNOTTINGLEY (BETWEEN SOUTH JN. AND WEST JN.)

Down Doncaster K386 Signal has been re-positioned 125 yards further from West Jn. **(46)**

THACKLEY JUNCTION

The points - Down Main/Down Loop has been secured out of use in the normal position until further notice. **(U.F.N.)**



KNOTTINGLEY REMODELLING

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

SOUTH KIRKBY

● Siding Line 'B' ground position light exit signal No.L650 (and associated stencil-type route indicator) at present situated between Siding Lines 'A' and 'B', has been repositioned on the right hand side of Siding Line 'B' at an increased height of 11ft. (47)

KNOTTINGLEY

A diagram illustrating the following remodelling and resignalling which has taken place in the Knottingley area is included in this notice.

Between Knottingley South Junction and Knottingley East Junction

The Up Goods line has been made redundant and the Down Goods line has been converted to a 2-way Goods Single line.

Between Knottingley East Junction and England Lane Level Crossing

The Up Goole Goods Loop has also been converted to a 2-way Goole Goods Loop single line.

Between Knottingley East Junction and Knottingley Signal Box

The trailing crossover adjacent to the signal box has been repositioned 308 yards nearer to Knottingley East Junction.

Signalling Alterations

Up Goole 4-aspect signal K422 (at 59m. 13ch.) adjacent to England Lane level crossing has been abolished.

Up Goole 4-aspect signal K428 (at 59m. 29ch.) has been replaced by a new 4-aspect colour light signal. New Junction Route Indicators and a subsidiary have been provided and the following indications apply :-

ASPECT	INDICATION	DESTINATION
Main	Junction Indicator position '2' *	(Up) Goods Single line
Main	Junction Indicator position '1' *	(Up) Goole Goods Loop
Main		Up Goole
Sub	Junction Indicator position '1'	Up Goole Goods Loop

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

KNOTTINGLEY - continued

A new ground position light signal No.424 (with stencil-type route indicator) has been provided at the Down Goole end of the repositioned crossover and the following indications apply :-

ROUTE INDICATION	DESTINATION
"U"	Up Goole
"G"	Up and Down Goole Goods Loop

A new ground-mounted 3-aspect signal K423 has been provided at the East (England Lane Ground Frame) end of the Goole Goods Loop applying :-

Goole Goods Loop (Down direction) towards Down Goole.

* ILLUMINATED WHEN 421 SHOWS PROCEED ASPECT

Knottingley East Junction

Up Goole Goods Loop ground position light signal 421 has been repositioned 30 yards further West.

Between Knottingley West Junction and Knottingley East Junction

Up Goole Goods Loop ground position light signal No.411 has been repositioned 120 yards further East.

The "Engine Kip" and the associated ground position light signals Nos.412 and 413 have been abolished.

Between Knottingley South Junction and Knottingley East Junction

(Down) Goods Single line signal K417 now applies towards the (Down) Goole Goods Loop new K423 signal and the offset subsidiary has been abolished.

(Up) Goods single line signal K431 has been repositioned 5 yards further from Knottingley South Junction. A stencil-type route indicator has been provided, and route indication "X" when read in conjunction with the subsidiary applies towards Down Doncaster new LIMIT OF SHUNT situated 275 yards on the Shaftholme Junction side of repositioned K435 signal (see below).

Between Shaftholme Junction (exclusive) and Knottingley South Junction

Down Knottingley 3-aspect automatic signal K437 has been replated as a controlled signal.

Down Knottingley K435 signal has been repositioned 335 yards further North. A new route indicator and subsidiary have been provided and the following indications now apply:-

ASPECT	ROUTE INDICATION	DESTINATION
Main	Junction Route Indicator position "4"	(Down) Goods Single Line
Main		Down Doncaster
Sub	"U"	Up Doncaster

Knottingley South Junction

The junction has been remodelled to form a single lead junction between the Down and Up Knottingley lines and the 2-way Goods single line. The trailing crossover has been replaced by a facing crossover.

The Down Knottingley ground position light signal No.433 (associated with the former trailing crossover) has been abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

KNOTTINGLEY - continued**Knottingley South Junction - continued**

The Down Knottingley ground position light signal No.432 (associated with the former trailing crossover) has been repositioned 80 yards further South. A 2-way stencil-type route indicator has been provided and the following indications now apply:-

Indication "X" - towards the Down Doncaster "LIMIT OF SHUNT"

Indication "S" † - towards Down (Jackson's) Sidings

† ALSO controlled by Jackson's Siding ground frame.

Between Knottingley West Junction and Knottingley South Junction

A new Sub Signal and Stencil type route indicator has been provided on the Up Doncaster 3-aspect signal K404 and reads "X" when read in conjunction with the Sub Signal, applies towards the Down Doncaster new "LIMIT OF SHUNT".

Down Doncaster 3-aspect signal K407 has been abolished.

Automatic Warning System

The A.W.S. has been provided as shown on the diagram.

(47)

****MILFORD AREA**

Revised signalling/remodelling has taken place. Full details are shown in **Supplementary Notice of Signalling Alterations No.114** and all concerned should be in possession of a copy of this notice.

The normal aspect of Up Normanton automatic signal M676 and Up Milford automatic signal M630 should be altered to **green** on the diagram in the Supplementary Notice.

Fryston Down Normanton signal FN27 should be altered to FN29 on the diagram in the Supplementary Notice.

(45)

KNOTTINGLEY (BETWEEN SOUTH JN. AND WEST JN.)

Down Doncaster K386 Signal has been re-positioned 125 yards further from West Jn.

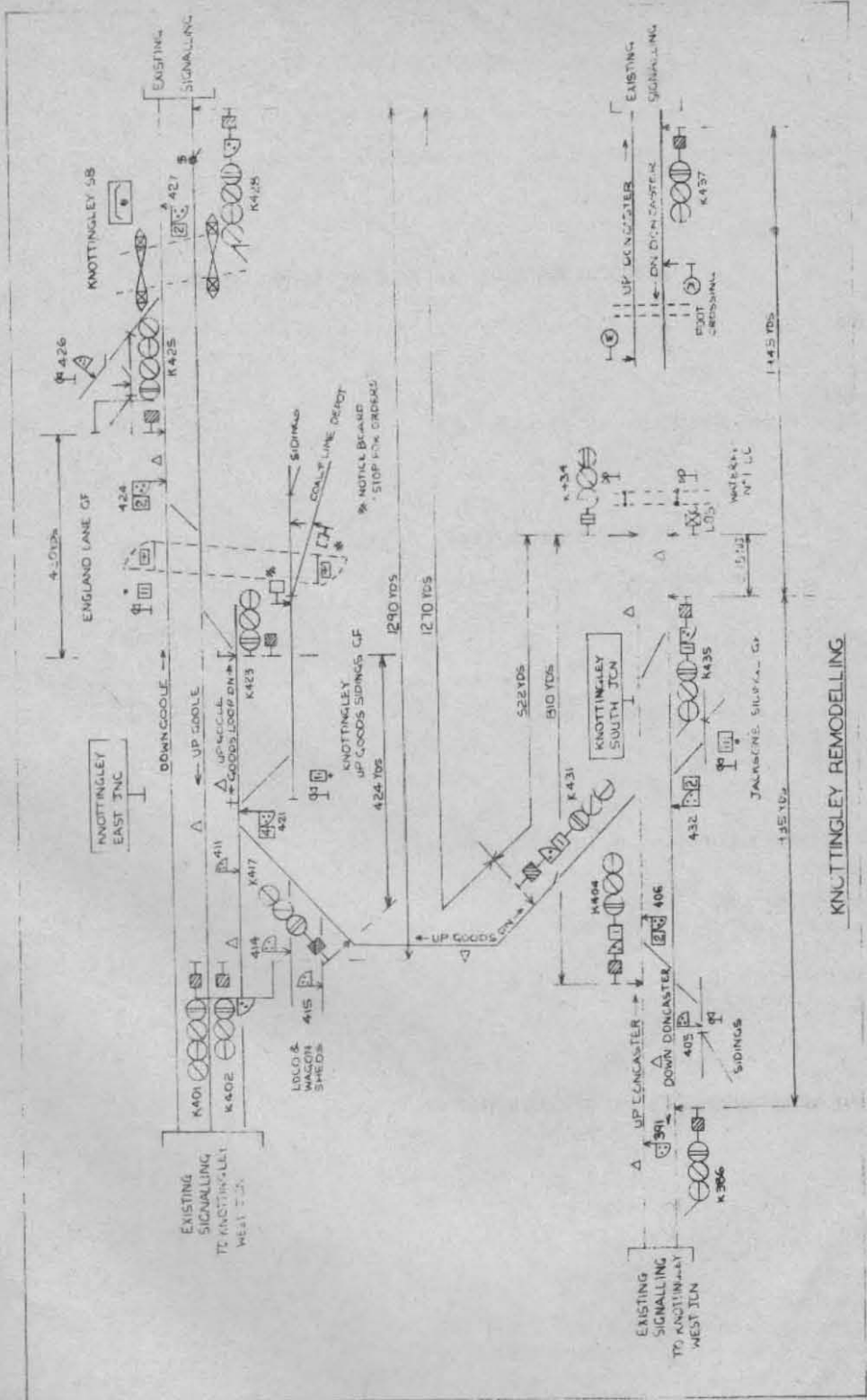
(46)

THACKLEY JUNCTION

The points - Down Main/Down Loop has been secured out of use in the normal position until further notice.

(U.F.N.)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



KNOTTINGLEY REMODELLING

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

WORKING MANUAL FOR RAIL STAFF (BR. 30054)

WHITE PAGES

• Clause B2/7

Add:—
Service Vehicles 'Cark nd' ZD – 25m.p.h.

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" – DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m p h.	Up At or Between	

Page 59

YORK YARD SOUTH TO YORK CLIFTON

Add 'A' to Down and Up Goods lines in Running Lines and signalling system column

Page 82

DONCASTER MARSHGATE JN. TO LEEDS WEST JN.

Amend:—

MARSHGATE NORTH JN. AND
WAKEFIELD WESTGATE (175m. 52ch.)

WAKEFIELD WESTGATE (175m. 52ch.)
AND LEEDS WEST JN.

(49D)

Page 84

DONCASTER MARSHGATE JN. TO LEEDS WEST JN.

Amend:—

South Kirkby Jn. 165.74
(See page 134)

50 Down Main to
Moorthorpe Station
Jn. line.

Add:—

South Kirkby Jn.

50 Up Main to Down Main (49D)

Page 93 (Page 53 Supp. Optg. Insts.)

EASTWOOD L.M.R. TO NORMANTON GOOSE HILL JN.
Between Horbury Jn. and Wakefield Kirkgate West Jn.

Add:—

25 25 All connections
between 47m. 35ch.
and 48m. 05ch.
except as shown
below.

At Wakefield Kirkgate West Jn.

Amend:—

40 40 All lines 47m.
38ch. and 48m.
05ch.

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B

SATURDAY 13 NOVEMBER – GRIMETHORPE COLLIERY

Bunker line position light loading signal "C" will be temporarily repositioned 12 yards nearer "B" signal (49)

SUNDAY 14 NOVEMBER – HICKLETON

The trailing crossover between the Down and Up Main lines (North of the signal box) and the associated slip connection to the Up Sidings will be abolished. All associated disc shunting signals will also be abolished.

A new run-round facility will be provided by hand-worked points at the North end of Nos.1 and 2 Sidings and access to Nos.1, 2 and 3 Sidings will be from the South end only.

An indicator will be provided at the North end of No.1 Siding which will display indication 'M' when the signals have been cleared for the movement to proceed onto the Up Main line, or, indication 'B' when the signals have been cleared for the movement to proceed towards Goldthorpe Colliery Bunker.

A '34 MGR' marker board with an 'OFF' indicator below will be erected on the left-hand side of the Down Main 34 wagons lengths (375 yards) North of No.24 ground position light signal and the marker board will be illuminated when the signals have been cleared for the movement to proceed towards the Down Main.

A '34 MGR' marker board with an 'OFF' indicator below will be erected on the left-hand side of the Up Main line 34 wagons lengths (375 yards) south of ground position light signal No.3 and the marker board will be illuminated when ground position light No.3 is cleared with indication 'S' for the movement to proceed towards the Up Sidings. (49)

SUNDAY 14 NOVEMBER – METHLEY JN.

The trailing crossover between the Down and Up Midland Main lines will be taken out of use pending relaying. (49)

MONDAY 15 NOVEMBER – KNOTTINGLEY

The Siding adjacent to the Down Main Line between 59m. 10ch. and 59m. 20ch. will be removed.

Knottingley Motive Power Depot and C&W Depot

The Engine Kip and No.1 C&W Siding will be removed.

No.2 C&W Siding will be shortened by 50 yards at the West end and Buffer-Stops erected. (49)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT

SOUTH KIRKBY

The Siding Line 'B' ground position light exit signal No.L650 (and associated stencil-type route indicator) at present situated between Siding Lines 'A' and 'B', has been repositioned on the right hand side of Siding Line 'B' at an increased height of 11ft. (47)

KNOTTINGLEY

A diagram illustrating the following remodelling and resignalling which has taken place in the Knottingley area is included in this notice.

Between Knottingley South Junction and Knottingley East Junction

The Up Goods line has been made redundant and the Down Goods line has been converted to a 2-way Goods Single line.

Between Knottingley East Junction and England Lane Level Crossing

The Up Goole Goods Loop has also been converted to a 2-way Goole Goods Loop single line.

Between Knottingley East Junction and Knottingley Signal Box

The trailing crossover adjacent to the signal box has been repositioned 308 yards nearer to Knottingley East Junction.

Signalling Alterations

Up Goole 4-aspect signal K422 (at 59m. 13ch.) adjacent to England Lane level crossing has been abolished.

Up Goole 4-aspect signal K428 (at 59m. 29ch.) has been replaced by a new 4-aspect colour light signal. New Junction Route Indicators and a subsidiary have been provided and the following indications apply:-

ASPECT	INDICATION	DESTINATION
Main	Junction Indicator position '2' *	(Up) Goods Single line
Main	Junction Indicator position '1' *	(Up) Goole Goods Loop
Main		Up Goole
Sub	Junction Indicator position '1'	Up Goole Goods Loop

A new ground position light signal No.424 (with stencil-type route indicator) has been provided at the Down Goole end of the repositioned crossover and the following indications apply:-

ROUTE INDICATION	DESTINATION
"U"	Up Goole
"G"	Up and Down Goole Goods Loop

A new ground-mounted 3-aspect signal K423 has been provided at the East (England Lane Ground Frame) end of the Goole Goods Loop applying:-

Goole Goods Loop (Down direction) towards Down Goole.

* ILLUMINATED WHEN 421 SHOWS PROCEED ASPECT

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued

DETAILS OF WORK ALREADY CARRIED OUT – continued

KNOTTINGLEY – continued

Knottingley East Junction

Up Goole Goods Loop ground position light signal 421 has been repositioned 30 yards further West.

Between Knottingley West Junction and Knottingley East Junction

Up Goole Goods Loop ground position light signal No.411 has been repositioned 120 yards further East.

The "Engine Kip" and the associated ground position light signals Nos.412 and 413 have been abolished.

Between Knottingley South Junction and Knottingley East Junction

(Down) Goods Single line signal K417 now applies towards the (Down) Goole Goods Loop new K423 signal and the offset subsidiary has been abolished.

(Up) Goods single line signal K431 has been repositioned 5 yards further from Knottingley South Junction. A stencil-type route indicator has been provided, and route indication "X" when read in conjunction with the subsidiary applies towards Down Doncaster new LIMIT OF SHUNT situated 275 yards on the Shaftholme Junction side of repositioned K435 signal (see below).

Between Shaftholme Junction (exclusive) and Knottingley South Junction

Down Knottingley 3-aspect automatic signal K437 has been replated as a controlled signal.

Down Knottingley K435 signal has been repositioned 335 yards further North. A new route indicator and subsidiary have been provided and the following indications now apply:—

ASPECT	ROUTE INDICATION	DESTINATION
Main	Junction Route Indicator position "4"	(Down) Goods Single Line
Main		Down Doncaster
Sub	"U"	Up Doncaster

Knottingley South Junction

The junction has been remodelled to form a single lead junction between the Down and Up Knottingley lines and the 2-way Goods single line. The trailing crossover has been replaced by a facing crossover.

The Down Knottingley ground position light signal No.433 (associated with the former trailing crossover) has been abolished.

The Down Knottingley ground position light signal No.432 (associated with the former trailing crossover) has been repositioned 80 yards further South. A 2-way stencil-type route indicator has been provided and the following indications now apply:—

Indication "X" – towards the Down Doncaster "LIMIT OF SHUNT"

Indication "S" † – towards Down (Jackson's) Sidings

† ALSO controlled by Jackson's Siding ground frame.

Between Knottingley West Junction and Knottingley South Junction

A new Sub Signal and Stencil type route indicator has been provided on the Up Doncaster 3-aspect signal K404 and reads "X" when read in conjunction with the Sub Signal, applies towards the Down Doncaster new "LIMIT OF SHUNT".

Down Doncaster 3-aspect signal K407 has been abolished.

Automatic Warning System

The A.W.S. has been provided as shown on the diagram.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

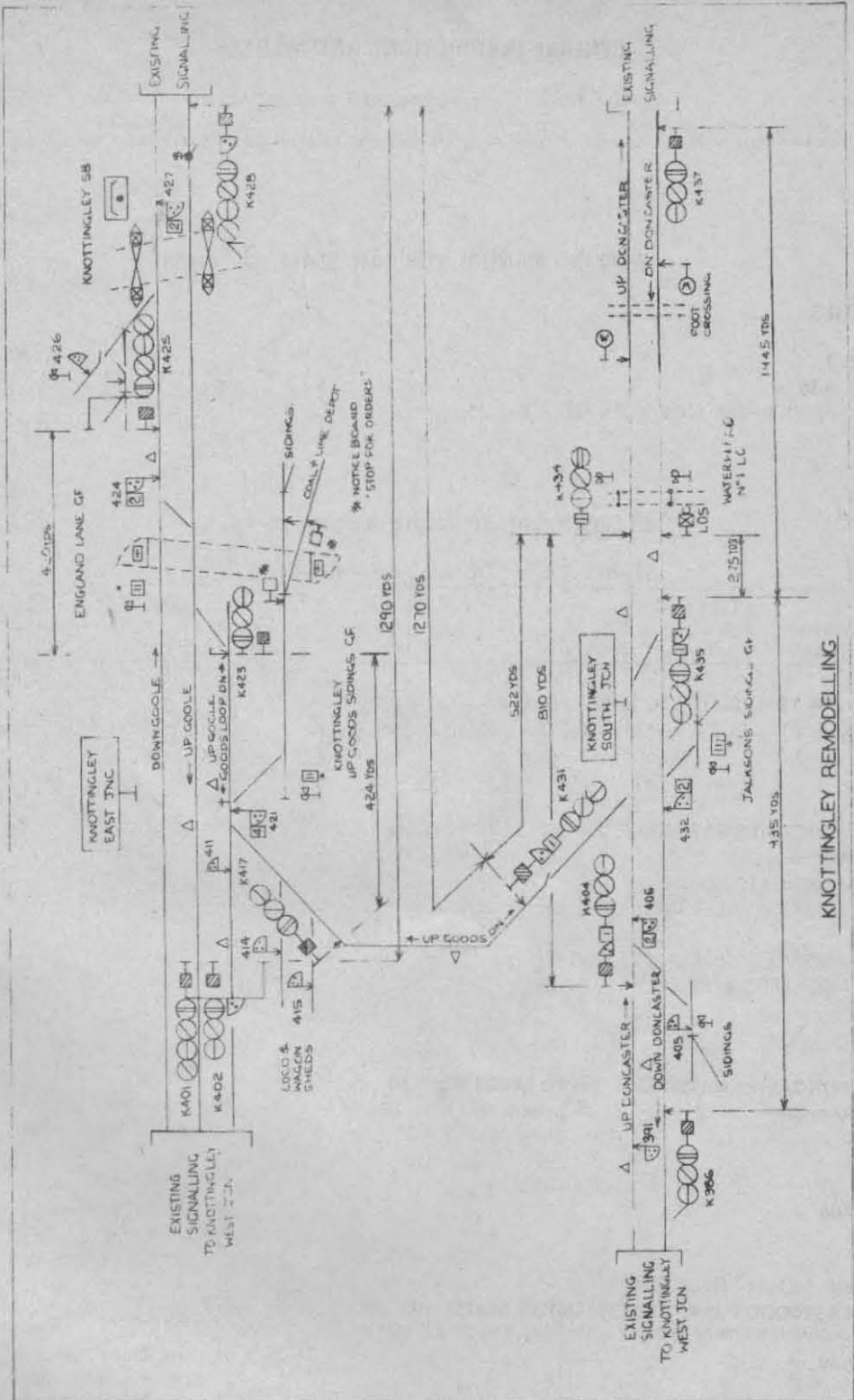
* * KNOTTINGLEY (BETWEEN SOUTH JN. AND WEST JN.)

Down Doncaster K386 Signal has been re-positioned 125 yards further from West Jn. (46)

THACKLEY JUNCTION

The points - Down Main/Down Loop has been secured out of use in the normal position until further notice. (U.F.N.)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

****** Items marked thus will not appear in future issues and a note must be taken of them by all concerned

WORKING MANUAL FOR RAIL STAFF (BR. 30054)

WHITE PAGES

Clause B2/7

Add:-

Service Vehicles 'Cark nd' ZD - 25 m.p.h.

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	

Page 59

YORK YARD SOUTH TO YORK CLIFTON

Add 'A' to Down and Up Goods lines in Running Lines and signalling system column

Page 82

DONCASTER MARSHGATE JN. TO LEEDS WEST JN.

Amend:-

MARSHGATE NORTH JN. AND
WAKEFIELD WESTGATE (175m. 52ch.)

WAKEFIELD WESTGATE (175m. 52ch.)
AND LEEDS WEST JN. (49D)

Page 84

DONCASTER MARSHGATE JN. TO LEEDS WEST JN.

Amend:-

South Kirkby Jn. 165.74
(See page 134)

50 Down Main to
Moorthorpe Station
Jn. line.

Add:-

South Kirkby Jn.

50 Up Main to Down Main (49D)

Page 93 (Page 53 Supp. Optg. Insts.)

EASTWOOD L.M.R. TO NORMANTON GOOSE HILL JN.
Between Horbury Jn. and Wakefield Kirkgate West Jn.

Add:-

25 25 All connections
between 47m. 35ch.
and 48m. 05ch.
except as shown
below.

At Wakefield Kirkgate West Jn.

Amend:-

40 40 All lines 47m.
38ch. and 48m.
05ch.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
					Down m.p.h.	Up At or Between	
Page 93 (page 53 Supp. Optg. Insts.) - continued							
		Between Wakefield Kirkgate West Jn. and Wakefield Kirkgate					
	Amend :-			25		Up L & Y Slow to Down Goole 47m. 52ch. and 48m. 05ch.	
		Between Wakefield Kirkgate and Turners Lane Jn.					
	Add :-			40		Down L & Y to Down L & Y via No.2525 trailing points at 47m. 78ch.	
Page 98							
		DIGGLE JN. LMR TO HEALEY MILLS HEATON LODGE JN. Between Marsden and Signal HU195					
	Amend :-			55		21m. 11ch. and 21m. 30ch.	
Page 101							
		PENISTONE, HUDDERSFIELD JN. TO HUDDERSFIELD SPRINGWOOD JN. Clayton West Jn.					
	Amend :-			25		Single to Double.	
Page 102							
		Between Brockholes and Honley					
	Delete :-			20		3m. 50ch. and 3m. 46ch.	
Page 107							
		HORBURY STATION JN. TO CRIGGLESTONE JN. Crigglestone Jn.					
	Amend :-			25		45m. 53ch. and 45m. 56ch.	
Page 108							
		BARNSLEY STATION JN. TO HORBURY JN. Between Barnsley Station Jn. and Darton					
	Add :-			40	40	51m. 60ch. and 50m. 49ch.	
	Delete :-			40	40	51m. 24ch. and 50m. 23ch.	
		Woolfey New Tunnel					
	Delete :-			30	30	46m. 30ch. and 45m. 56ch.	
		Crigglestone Jn.					
	Amend :-			25		To Horbury Station Jn. line.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
Page 118 (Page ND17, ND40D)						
NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.						
Castleford						
Delete :-						
						AB between Castleford Gates and Fryston when Castleford box is closed (48D)
Page 123 (Page 68 Supp. Optg. Insts.)						
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.						
Between Wakefield Kirkgate (K) and Calder Bridge Jn.						
Delete :-						
						20 48m. 05ch. and 47m. 38ch.
Add :-						
						25 48m. 05ch. and 47m. 43ch.
Page 131 (Page 23 ND40D)						
ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD						
Amend :-						
PONTEFRACT (NORTH OF) 3m.p. AND BURTON						
SALMON $\frac{0m. 0ch.}{16m. 69ch.}$						
						70 70 MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS LOADED OR EMPTY
						60 60 MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN LOADED OR EMPTY PASSENGER TRAINS (49D)
Page 132						
ALDWARKE NORTH JN. (MID) TO BURTON SALMON						
Amend :-						
Moorthorpe Station 11.25						50
Jn. (See page 134)						To South Kirkby Jn. line.
Page 134						
MOORTHORPE STATION JN. TO SOUTH KIRKBY JN.						
Amend :-						
Moorthorpe Station Jn.						50 50 MAXIMUM PERMISSIBLE SPEED.
Amend mileage :-						0.57
South Kirkby Jn.						0.05
Amend mileage :-						
Page 161						
HULL WEST PARADE TO SEAMER WEST						
At Arram						
Add :-						
						50 11m. 18ch. and 10m. 60ch.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS

Page 372

FERRYBRIDGE 'C' POWER STATION

Add :-

C.E.G.B. Level Crossing

The instructions in the General Appendix headed "Automatic" Open Crossings, Locally monitored (AOCL) - At crossings where trains are not required to stop apply, as far as practicable, at this crossing.

"Incoming" Open Level Crossing

The instructions in the General Appendix headed "Open Crossings" apply at this crossing.

If it becomes necessary for a set-back movement to be made over the crossing a member of the C.E.G.B. staff will be stationed at the crossing and no movement over the crossing must be made without his authority.

(49D)

MISCELLANEOUS NOTICES

**** KEIGHLEY STATION**

From Sunday 26 September, 07 30 to 17 00 daily, drivers of trains stopping at Keighley Station to observe instructions of handsignalman and/or warning notices during renewal of platform copings.

**** BINGLEY STATION**

Commencing Sunday 19 September from 07 30 to 17 00 daily, drivers of trains stopping at Bingley Station to observe instructions of Handsignalman and/or warning notices during repairs to platform areas.

**** DONCASTER STATION**

Due to track renewal Up Platform (No.1) drivers of trains booked to call at Platform 3A must bring their trains to a stand at D282 Signal. **Until Further Notice.**

**** WAKEFIELD KIRKGATE STATION**

Drivers of trains required to stop at Wakefield Kirkgate Station to observe instructions of handsignalman and/or warning notices during repairs to platforms.

**** MIRFIELD STATION**

Until further notice, between 07 30 to 17 00 daily. Drivers of trains stopping at Mirfield to observe instructions of Handsignalman and/or warning notices during resurfacing of platform area.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

* * MOORTHORPE STATION

Until Further Notice

From 07 30 to 17 00 daily, drivers of trains stopping in the Down Platform to observe instructions of Handsignalman and/or warning notices during repairs to platform copings.

DONCASTER STATION

Until Further Notice - Guards of Passenger trains stopping at all platforms should advise passengers to take care when alighting as platform resurfacing is taking place. (49)

SOWERBY BRIDGE STATION

From Sunday 14 November Until Further Notice, between 07 30 to 17 00 daily. Drivers of trains stopping at Sowerby Bridge to observe instructions of Handsignalman and/or Warning Notices during resurfacing of platform area. (49)

York

MP. 32/NS

R.M. WILLIAMS
Chief Operating Manager

5 NOVEMBER, 1982

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 21 NOVEMBER - METHLEY JUNCTION

The junction will be re-modelled to form a single lead junction between the Down and Up Midland lines and the Whitwood Branch.

This is illustrated on the diagram included herein.

A new ground position light signal (No.M14) with 2-way route indicator will be provided on the Down Midland as follows :-

Indication	Application towards
"W"	Down Whitwood
"M"	Up Midland

The diagram also illustrates the provision of miniature Red/Green warning lights at Methley North level crossing but these will not be brought into use until a later date. (50)

DETAILS OF WORK ALREADY CARRIED OUT

GRIMETHORPE COLLIERY

Bunker line position light loading signal "C" has been temporarily repositioned 12 yards nearer "B" signal. (49)

HICKLETON

The trailing crossover between the Down and Up Main lines (North of the signal box) and the associated slip connection to the Up Sidings has been abolished. All associated disc shunting signals have also been abolished.

A new run-round facility has been provided by hand-worked points at the North end of Nos. 1 and 2 Sidings and access to Nos. 1, 2 and 3 Sidings is from the South end only.

An indicator has been provided at the North end of No. 1 siding which displays indication 'M' when the signals have been cleared for the movement to proceed onto the Up Main line, or, indication 'B' when the signals have been cleared for the movement to proceed towards Goldthorpe Colliery Bunker.

A '34 MGR' marker board with an 'OFF' indicator below has been erected on the left-hand side of the Down Main 34 wagons lengths (375 yards) North of No. 24 ground position light signal and the marker board will be illuminated when the signals have been cleared for the movement to proceed towards the Up Main.

A '34 MGR' marker board with an 'OFF' indicator below has been erected on the left-hand side of the Up Main line 34 wagons lengths (375 yards) south of ground position light signal No. 3 and the market board will be illuminated when ground position light No. 3 is cleared with indication 'S' for the movement to proceed towards the Up Sidings. (amended item) (49)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

KNOTTINGLEY

The Siding adjacent to the Down Main line between 59m. 10ch. and 59m. 20ch. has been removed.

Knottingley Motive Power Depot and C&W Depot

The Engine Kip and No. 1 C&W Siding has been removed.

No. 2 C&W Siding has been shortened by 50 yards at the West end and Buffer-Stops erected. (49)

* * SOUTH KIRKBY

The Siding Line 'B' ground position light exit signal No.L650 (and associated stencil-type route indicator) at present situated between Siding Lines 'A' and 'B', has been repositioned on the right hand side of Siding Line 'B' at an increased height of 11ft. (47)

* * KNOTTINGLEY

A diagram illustrating the following remodelling and resignalling which has taken place in the Knottingley area is included in this notice.

Between Knottingley South Junction and Knottingley East Junction

The Up Goods line has been made redundant and the Down Goods line has been converted to a 2-way Goods Single line.

Between Knottingley East Junction and England Lane Level Crossing

The Up Goole Goods Loop has also been converted to a 2-way Goole Goods Loop single line.

Between Knottingley East Junction and Knottingley Signal Box

The trailing crossover adjacent to the signal box has been repositioned 308 yards nearer to Knottingley East Junction.

Signalling Alterations

Up Goole 4-aspect signal K422 (at 59m. 13ch.) adjacent to England Lane level crossing has been abolished.

Up Goole 4-aspect signal K428 (at 59m. 29ch.) has been replaced by a new 4-aspect colour light signal. New Junction Route Indicators and a subsidiary have been provided and the following indications apply :-

ASPECT	INDICATION	DESTINATION
Main	Junction Indicator position '2' *	(Up) Goods Single line
Main	Junction Indicator position '1' *	(Up) Goole Goods Loop
Main		Up Goole
Sub	Junction Indicator position '1'	Up Goole Goods Loop

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** KNOTTINGLEY - continued

Signalling Alterations - continued

A new ground position light signal No.424 (with stencil-type route indicator) has been provided at the Down Goole end of the repositioned crossover and the following indications apply:-

ROUTE INDICATION	DESTINATION
"U"	Up Goole
"G"	Up and Down Goole Goods Loop

A new ground-mounted 3-aspect signal K423 has been provided at the East (England Lane Ground Frame) end of the Goole Goods Loop applying:-

Goole Goods Loop (Down direction) towards Down Goole

* ILLUMINATED WHEN 421 SHOWS PROCEED ASPECT

Knottingley East Junction

Up Goole Goods Loop ground position light signal 421 has been repositioned 30 yards further West.

Between Knottingley West Junction and Knottingley East Junction

Up Goole Goods Loop ground position light signal No.411 has been repositioned 120 yards further East.

The "Engine Kip" and the associated ground position light signals Nos.412 and 413 have been abolished.

Between Knottingley South Junction and Knottingley East Junction

(Down) Goods Single line signal K417 now applies towards the (Down) Goole Goods Loop new K423 signal and the offset subsidiary has been abolished.

(Up) Goods single line signal K431 has been repositioned 5 yards further from Knottingley South Junction. A stencil-type route indicator has been provided, and route indication "X" when read in conjunction with the subsidiary applies towards Down Doncaster new LIMIT OF SHUNT situated 275 yards on the Shaftholme Junction side of repositioned K435 signal (see below).

Between Shaftholme Junction (exclusive) and Knottingley South Junction

Down Knottingley 3-aspect automatic signal K437 has been replaced as a controlled signal.

Down Knottingley K435 signal has been repositioned 335 yards further North. A new route indicator and subsidiary have been provided and the following indications now apply:-

ASPECT	ROUTE INDICATION	DESTINATION
Main	Junction Route Indicator position "4"	(Down) Goods Single Line
Main		Down Doncaster
Sub	"U"	Up Doncaster

Knottingley South Junction

The junction has been remodelled to form a single lead junction between the Down and Up Knottingley lines and the 2-way Goods single line. The trailing crossover has been replaced by a facing crossover.

The Down Knottingley ground position light signal No.433 (associated with the former trailing crossover) has been abolished.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** KNOTTINGLEY - continued

Knottingley South Jn. - continued

The Down Knottingley ground position light signal No.432 (associated with the former trailing crossover) has been repositioned 80 yards further South. A 2-way stencil-type route indicator has been provided and the following indications now apply:-

Indication "X" - towards the Down Doncaster "LIMIT OF SHUNT"

Indication "S" † - towards Down (Jackson's) Sidings

† ALSO controlled by Jackson's Siding ground frame.

Between Knottingley West Junction and Knottingley South Junction

A new Sub Signal and Stencil type route indicator has been provided on the Up Doncaster 3-aspect signal K404 and reads "X" when read in conjunction with the Sub Signal, applies towards the Down Doncaster new "LIMIT OF SHUNT".

Down Doncaster 3-aspect signal K407 has been abolished.

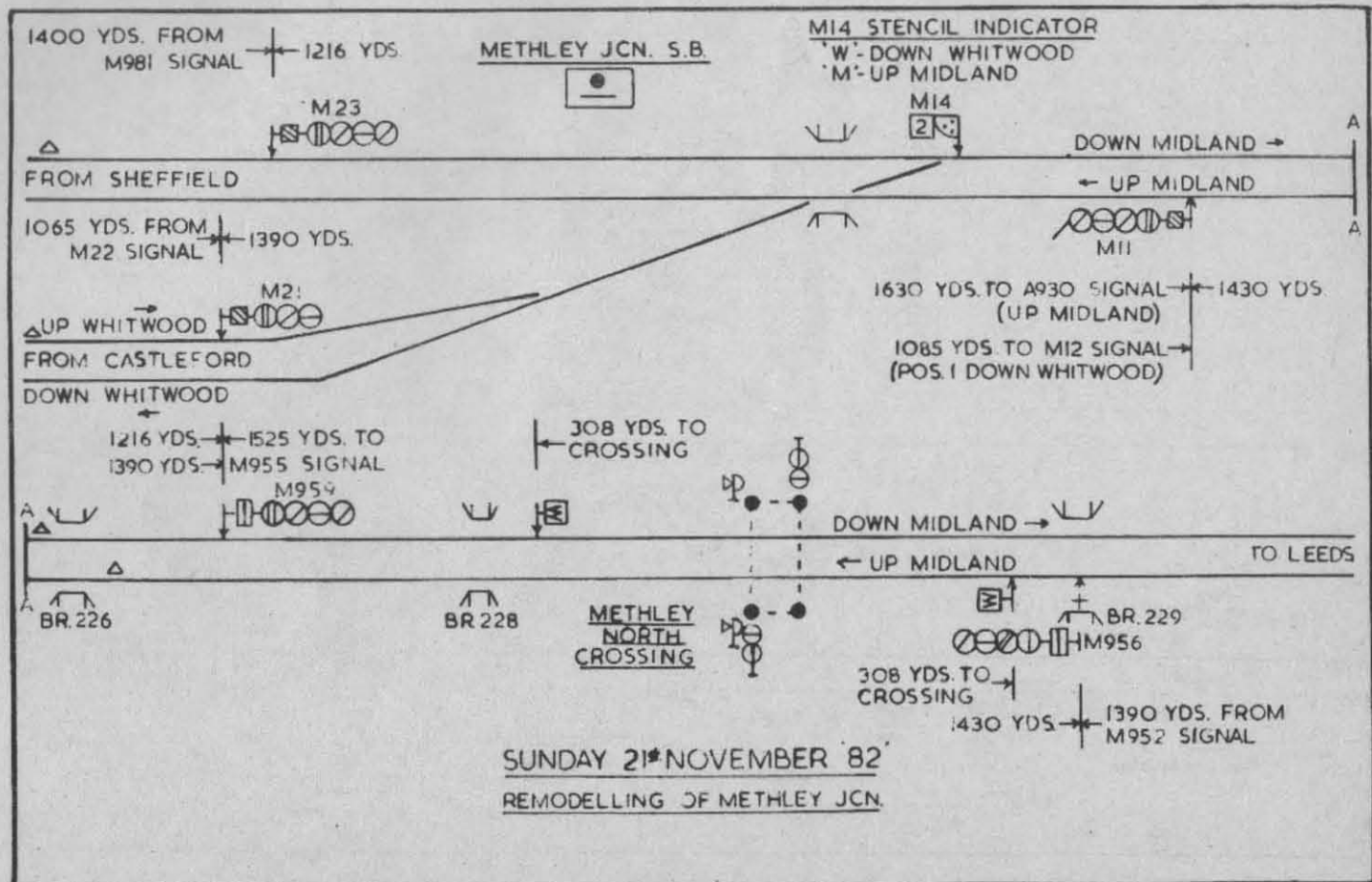
Automatic Warning System

The A.W.S. has been provided as shown on the diagram.

(47)

THACKLEY JUNCTION

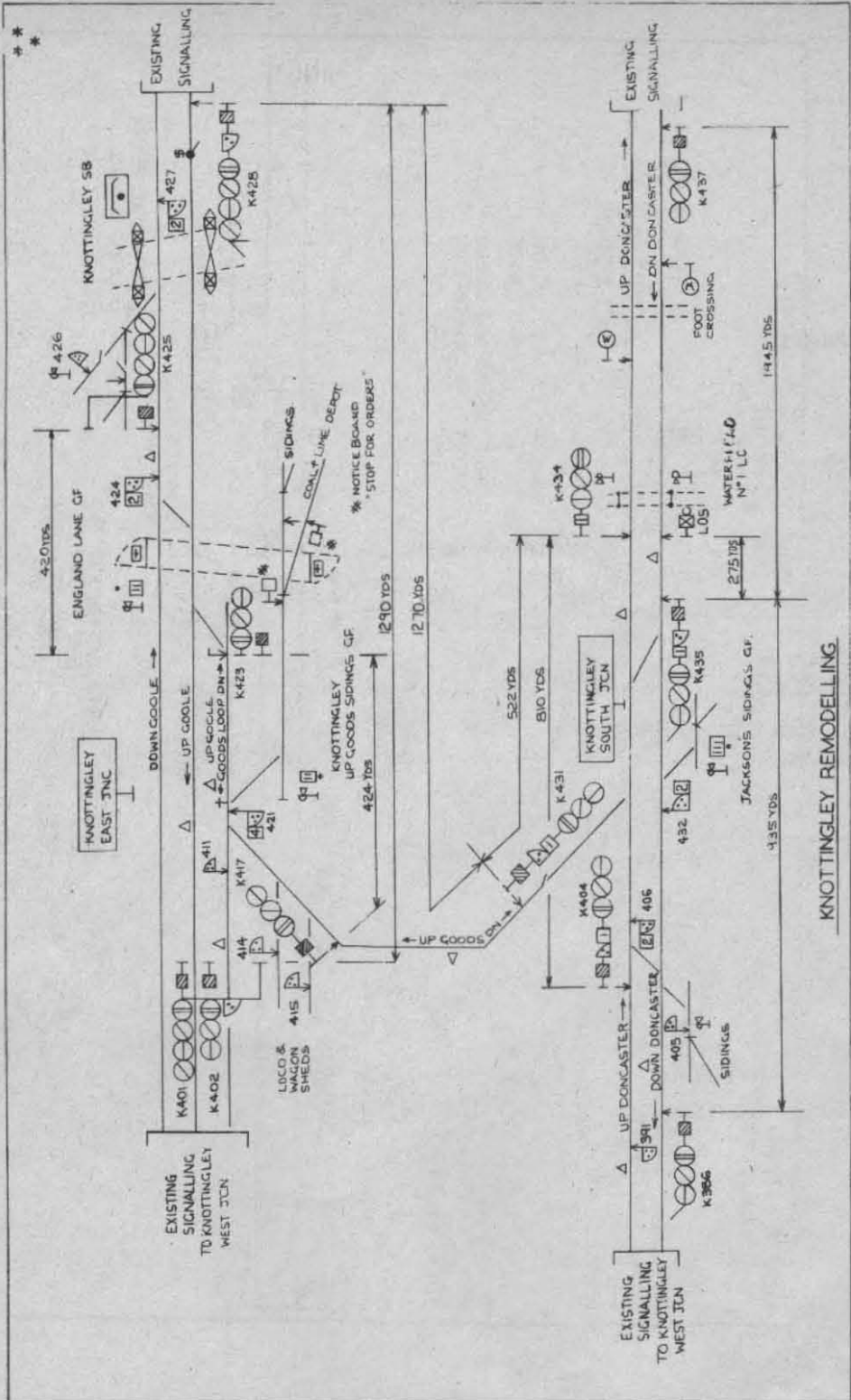
The points - Down Main/Down Loop has been secured out of use in the normal position until further notice.
(U.F.N.)



NS-27

NS. 47/82

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



KNOTTINGLEY REMODELLING

GENERAL INSTRUCTIONS AND NOTICES

A thick vertical line denotes new or amended items

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

WORKING MANUAL FOR RAIL STAFF (BR. 30054)

WHITE PAGES

Clause B2/7

Add :-

Service Vehicles 'Cark nd' ZD - 25 m.p.h.

R SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	

Page 59

YORK YARD SOUTH TO YORK CLIFTON

Add 'A' to Down and Up Goods lines in Running Lines and signalling system column

Page 82

DONCASTER MARSHGATE JN. TO LEEDS WEST JN.

Amend:-

MARSHGATE NORTH JN. AND
WAKEFIELD WESTGATE (175m. 52ch.)WAKEFIELD WESTGATE (175m. 52ch.)
AND LEEDS WEST JN. (49D)

Page 84

DONCASTER MARSHGATE JN. TO LEEDS WEST JN.

Amend:-

South Kirkby Jn. 165.74
(See page 134)50 Down Main to
Moorthorpe Station
Jn. line.

Add:-

South Kirkby Jn.

50 Up Main to Down Main (49D)

Page 93 (Page 53 Supp. Optg. Insts.)

EASTWOOD L.M.R. TO NORMANTON GOOSE HILL JN.

Between Horbury Jn. and Wakefield Kirkgate West Jn.

Add:-

25 25 All connections
between 47m. 35ch.
and 48m. 05ch.
except as shown
below.

At Wakefield Kirkgate West Jn.

Amend:-

40 40 All lines 47m.
38ch. and 48m.
05ch.

SECTION D -- GENERAL INSTRUCTIONS AND NOTICES -- continued

ER SECTIONAL APPENDIX (NORTHERN AREA) -- continued

TABLE A -- continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	
Page 93 (page 53 Supp. Optg. Insts.) -- continued						
Between Wakefield Kirkgate West Jn. and Wakefield Kirkgate						
Amend:--				25		Up L & Y Slow to Down Goole 47m. 52ch. and 48m. 05ch.
Between Wakefield Kirkgate and Turners Lane Jn.						
Add:--				40		Down L & Y to Down L & Y via No.2525 trailing points at 47m. 78ch.
Page 98						
DIGGLE JN. LMR TO HEALEY MILLS HEATON LODGE JN.						
Between Marsden and Signal HU195						
Amend:--				55		21m. 11ch. and 21m. 30ch.
Page 101						
PENISTONE, HUDDERSFIELD JN. TO HUDDERSFIELD SPRINGWOOD JN.						
Clayton West Jn.						
Amend:--				25		Single to Double.
Page 102						
Between Brockholes and Honley						
Delete:--				20		3m. 50ch. and 3m. 46ch.
Page 107						
HORBURY STATION JN. TO CRIGGLESTONE JN.						
Crigglestone Jn.						
Amend:--				25		45m. 53ch. and 45m. 56ch.
Page 108						
BARNESLEY STATION JN. TO HORBURY JN.						
Between Barnsley Station Jn. and Darton						
Add:--				40	40	51m. 60ch. and 50m. 49ch.
Delete:--				40	40	51m. 24ch. and 50m. 23ch.
Woolley New Tunnel						
Delete:--				30	30	46m. 30ch. and 45m. 56ch.
Crigglestone Jn.						
				$\frac{45.56}{1.53}$		
Amend:--				25		To Horbury Station Jn. line.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing point
				Down m.p.h.	Up At or Between	
Page 118 (Page ND17, ND40D)						
NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.						
Castleford						
Delete :-						
						AB between Castleford Gates and Fryston when Castleford box is closed. (48D)
Page 123 (Page 68 Supp. Optg. Insts.)						
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.						
Between Wakefield Kirkgate (K) and Calder Bridge Jn.						
Delete :-						
						20 48m. 05ch. and 47m. 38ch.
Add :-						
						25 48m. 05ch. and 47m. 43ch.
Page 131 (Page 23 ND40D)						
ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD						
Amend :-						
PONTEFRACT (NORTH OF) 3m.p. AND BURTON SALMON						
						70 70 MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS LOADED OR EMPTY
0m. 0ch.						
16m. 69ch.						60 60 MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN LOADED OR EMPTY PASSENGER TRAINS (49D)
Page 132						
ALDWARKE NORTH JN. (MID) TO BURTON SALMON						
Amend :-						
Moorthorpe Station 11.25						50
Jn. (See page 134)						To South Kirkby Jn. line.
Page 134						
MOORTHORPE STATION JN. TO SOUTH KIRKBY JN.						
Amend :-						
Moorthorpe Station Jn.						50 50 MAXIMUM PERMISSIBLE SPEED.
Amend mileage :-						0.57
South Kirkby Jn.						
Amend mileage :-						0.05
Page 161						
HULL WEST PARADE TO SEAMER WEST						
At Arram						
Add :-						
						50 11m. 18ch. and 10m. 60ch.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS

Page 372

FERRYBRIDGE 'C' POWER STATION

Add:-

C.E.G.B. Level Crossing

The instructions in the General Appendix headed "Automatic" Open Crossings, Locally monitored (AOCL) - At crossings where trains are not required to stop apply, as far as practicable, at this crossing.

"Incoming" Open Level Crossing

The instructions in the General Appendix headed "Open Crossings" apply at this crossing.

If it becomes necessary for a set-back movement to be made over the crossing a member of the C.E.G.B. staff will be stationed at the crossing and no movement over the crossing must be made without his authority.

(49D)

**INSTRUCTIONS TO STAFF DEALING WITH M.G.R.
TRAINS AND BUNKER/RAPID LOADING COLLIERIES. BR.30059/5**

Page 18A

HICKLETON MAIN COLLIERY

Add:-

Trains from/to Pontefract direction

1. An arriving train must stop opposite the signal box for the Guard to alight, before it proceeds to the "34 M.G.R." marker board.
2. The Guard, after receiving an assurance from the B.R. Shunter that the points are set for the Colliery B.R. Siding 1 must advise the Signaller the train is ready to enter that siding.
3. When the loaded train is ready to depart from the Colliery, the Guard must collect the trainfill from the N.C.B. Person in Charge and advise the Signaller the train is ready to be shunted to the Up Main line.
4. The Guard must subsequently receive an assurance from the B.R. Shunter that the points are set for the Colliery B.R. Siding 1 and advise the Signaller the train is ready to enter that sidings.
5. When the locomotive has been run round, the Guard must advise the Signaller the train is ready to be propelled to the Up Main line for departure.

Trains from/to Sheffield direction

1. An arriving train must stop adjacent to signal 24 for the Guard to alight before it proceeds to the "34 M.G.R." marker board.
2. After the train has crossed to the Up Main line the Guard, after receiving an assurance from the B.R. Shunter that the points are set for Siding 1 must advise the Signaller the train is ready to enter that siding.
3. When the locomotive has been run round and the train is ready to be shunted to the Up Main line, ready for propelling into the colliery, the Guard must so advise the Signaller.
4. The Guard must subsequently receive an assurance from the B.R. Shunter that the points are set for the Colliery Loaded Siding 1 and advise the Signaller the train is ready to re-enter the sidings.
5. When the loaded train is ready to depart, the Guard must collect the trainfill from the N.C.B. Person in charge and advise the Signaller accordingly.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES
BR 30059/5 - continued

Page 18A - HICKLETON MAIN COLLIERY - Add - continued

Set-back movements from 'off' indicators located on Down and Up Main lines.

The illumination of either 'off' indicators will be the Driver's authority to set-back and it will not be necessary for the Driver to comply with the Rule Book, Section J, Clause 4.1, but he must proceed cautiously, keeping a sharp lookout and be prepared to act on a hand signal from the Guard or Shunter when the latter comes into view.

Colliery Level Crossing

The B.R. Shunter must be positioned at the level crossing and ensure it is clear before all train movements pass over it. (49D)

MISCELLANEOUS NOTICES

DONCASTER STATION

Until Further Notice - Guards of Passenger trains stopping at all platforms should advise passengers to take care when alighting as platform resurfacing is taking place. (49)

SOWERBY BRIDGE STATION

From Sunday 14 November Until Further Notice, between 07 30 to 17 00 daily, Drivers of trains stopping at Sowerby Bridge to observe instructions of Handsignalman and/or Warning Notices during resurfacing of platform area. (49)

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing date
Hammerton Street M.P. Depot, Inspection Road and No. 8 Road affected	Earthwork	Until Further Notice	-
Clifton Carriage Sidings, Main Shed Lines and Washing Plant Line	Installing new Sidings	Until Further Notice	From 08 00 Monday 22 November.

York

MP.32/NS

R.M. WILLIAMS
Chief Operating Manager

12 NOVEMBER, 1982

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 28 NOVEMBER – HESSLE HAVEN *

The Junction facing points leading from Down Main to the Down North Goods; the points from Up South Goods to Up Main at 4m. 35ch and the main to main crossover will be secured out of use pending removal.

The offset subsidiary on the Hesse Haven Down Main No. 11 signal applying Down Main to Down North Goods, together with the Up South Goods, Junction Home signal will be abolished. (51)

SUNDAY 28 NOVEMBER – WOOLLEY COAL SIDING AND CRIGGLESTONE JUNCTION

Woolley Coal Siding

The trailing crossover at the entrance to Woolley Colliery Sidings will be secured out of use pending removal.

Between Woolley Coal Siding and Crigglestone Junction

The following new points/signals controlled by Woolley Coal Siding signalbox will be brought into use:-

Facing crossover at 48½m.p. (approximately 300 yards on the Crigglestone Junction side of Woolley Coal Sidings signalbox).

Trailing crossover at 48m.p. (approximately 1,200 yards on the Crigglestone Junction side of Woolley Coal Siding signalbox).

The following new ground position light signals will be brought into use in conjunction with the new trailing crossover:-

W.283 – set back Down Main to Up Main.

W.284 – set back Up Main to Down Main.

A new ground position light signal No. W288 applying set back along Up Main towards new W.284 signal will be provided in the Up Main cess adjacent to the new facing crossover.

A new Woolley Colliery departure ground position light signal No. 290 will be provided, applying towards Up Main W.288 signal.

Woolley Coal Siding

All semaphore and ground disc signals with the exception of the Down Main Inner distant (below the Darton Down Main Starting signal) will be abolished and the following new 3-aspect colour light signals will be provided with signal-post telephones to Woolley Coal Siding signalbox.

Down Main

W.268 new Home signal at 48¾m.p. (100 yards before reaching the signalbox and 1092 yards before reaching W.262). The Junction Indicators will not be brought into use at this stage.

W.262 Signal at 48m. 10ch. (1,000 yards after passing the signalbox and 1,130 yards before reaching W.260/C.31).

W.260/C.31 new Starting signal at 47m. 42ch., 1m. 380 yards after passing the signalbox.

The Crigglestone Junction Down Main 2-aspect colour light distant C.31 (113 yards after passing W.260/C.31 signal) will be abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK REFERRED TO IN SECTION B – continued****SUNDAY 28 NOVEMBER – WOOLLEY COAL SIDING AND CRIGGLESTONE JUNCTION – continued****Woolley Coal Siding – continued****Up Main**

W.261 at 47m. 69ch. (1452 yards before reaching the signal box and 1,385 yards before reaching W.267). (The junction indicators will not be brought into use at this stage).

W.267 signal (at 48m. 50ch.) situated 80 yards before reaching the signalbox. A left-hand off-set subsidiary will be provided applying towards the Colliery sidings.

Crigglestone Junction

The 2-aspect Up Main Starting signal (C.6) will be converted to a 3-aspect colour light signal replated C.6/W.259. (51)

SUNDAY 28 NOVEMBER – GASCOIGNE WOOD – COMMISSIONING OF NEW STONE BUNKER LOADING FACILITIES

The Stone Loading Bunker, together with the Position Light Bunker Loading Signals will be brought into use.

A 2-page diagram is included herein illustrating the new 2-way West Arrival; No.1 (Stone) line and No.2 line.

Details of the associated signalling are as shown below.

GW = Gascoigne Wood

C = Controlled from the Stone Bunker

**New Signals
Signal No.****Application**

GW5908	West Arrival to Up Milford Curve
C33	Points set – West Arrival to Stone line
C15 (Sub)	Locomotive forward for running round purposes or for propelling through the Bunker
C16 (Sub)	Through the Bunker towards Bunker loading signal No. "SF"

The Bunker Loading (Toton) signals will be spaced 76 yards apart (except "SA" to "SB" which will be 60 yards apart).

A new 3-aspect signal (C19) will be provided on No.1 (Stone) line on the immediate approach to Hagg Lane level crossing. This signal will be maintained at RED until further notice.

A new 3-aspect signal (GW1822) will be provided on the West Departure (line out of use) on the immediate approach to the points – West Departure/Up Milford Curve. This signal will be maintained at RED until further notice.

Alterations to Existing Signalling (conversion of 2-way route indicators to 3-way)

A new Route Indication "A" will be added to the route indicator on Down Milford 4-aspect signal GW1835. This will apply (when read in conjunction with the subsidiary) towards West Arrival C33 signal

A new route indication "A" will be added to the Up Milford Curve ground position light signal GW5907 and this will apply towards West Arrival line C33 signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK REFERRED TO IN SECTION B - continued

SUNDAY 28 NOVEMBER - GASCOIGNE WOOD - COMMISSIONING OF NEW STONE BUNKER LOADING FACILITIES - continued

Notice Boards

A notice board worded "STOP HERE TO UNCOUPLE LOCO" will be provided 20 yards on the Leeds side of C15 signal.

A notice board worded "LOCOS MUST NOT PASS THIS BOARD" will be provided 30 yards on the Selby side of C16 signal.

The "OFF" indicator C15R will be illuminated when the subsidiary on C15 signal has been cleared for the propelling movement to commence through the Bunker. (51)

DETAILS OF WORK ALREADY CARRIED OUT

METHLEY JUNCTION

The junction has been re-modelled to form a single lead junction between the Down and Up Midland lines and the Whitwood Branch.

This is illustrated on the diagram included herein.

A new ground position light signal (No.M14) with 2-way route indicator has been provided on the Down Midland as follows :-

Indication	Application towards
"W"	Down Whitwood
"M"	Up Midland

The diagram also illustrates the provision of miniature Red/Green warning lights at Methley North level crossing but these will not be brought into use until a later date. (50)

GRIMETHORPE COLLIERY

Bunker line position light loading signal "C" has been temporarily repositioned 12 yards nearer "B" signal. (49)

HICKLETON

The trailing crossover between the Down and Up Main lines (North of the signal box) and the associated slip connection to the Up Sidings has been abolished. All associated disc shunting signals have also been abolished.

A new run-round facility has been provided by hand-worked points at the North end of Nos. 1 and 2 Sidings and access to Nos. 1, 2 and 3 Sidings is from the South end only.

An indicator has been provided at the North end of No. 1 siding which displays indication 'M' when the signals have been cleared for the movement to proceed onto the Up Main line, or, indication 'B' when the signals have been cleared for the movement to proceed towards Goldthorpe Colliery Bunker.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

HICKLETON - continued

A '34 MGR' marker board with an 'OFF' indicator below has been erected on the left-hand side of the Down Main 34 wagons lengths (375 yards) North of No. 24 ground position light signal and the marker board will be illuminated when the signals have been cleared for the movement to proceed towards the Up Main.

A '34 MGR' marker board with an 'OFF' indicator below has been erected on the left-hand side of the Up Main line 34 wagons lengths (375 yards) south of ground position light signal No. 3 and the marker board will be illuminated when ground position light No. 3 is cleared with indication 'S' for the movement to proceed towards the Up Sidings. (amended item) (49)

KNOTTINGLEY

The Siding adjacent to the Down Main line between 59m. 10ch. and 59m. 20ch. has been removed.

Knottingley Motive Power Depot and C&W Depot

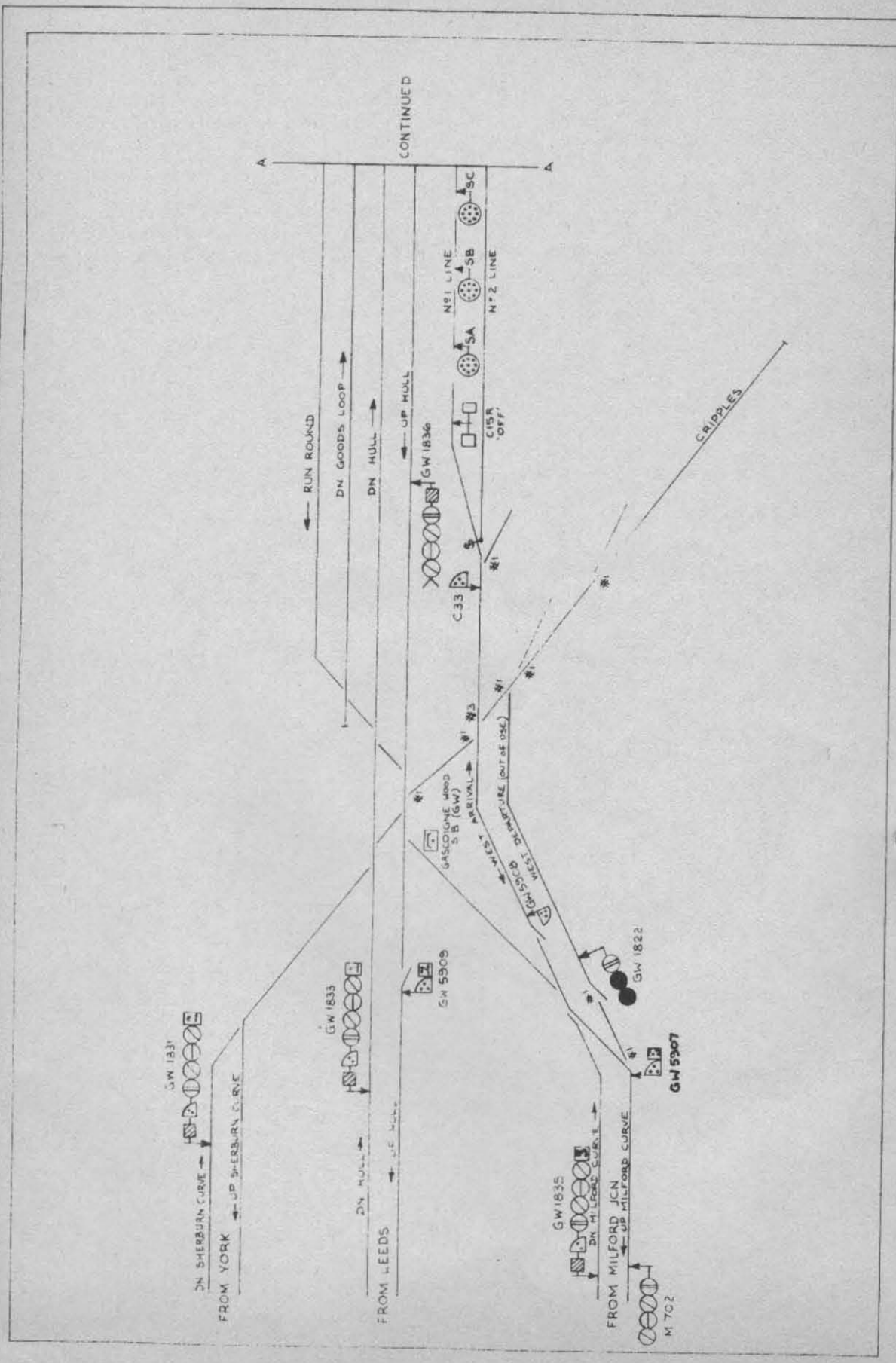
The Engine Kip and No. 1 C & W Siding has been removed.

No. 2 C&W Siding has been shortened by 50 yards at the West end and Buffer-Stops erected. (49)

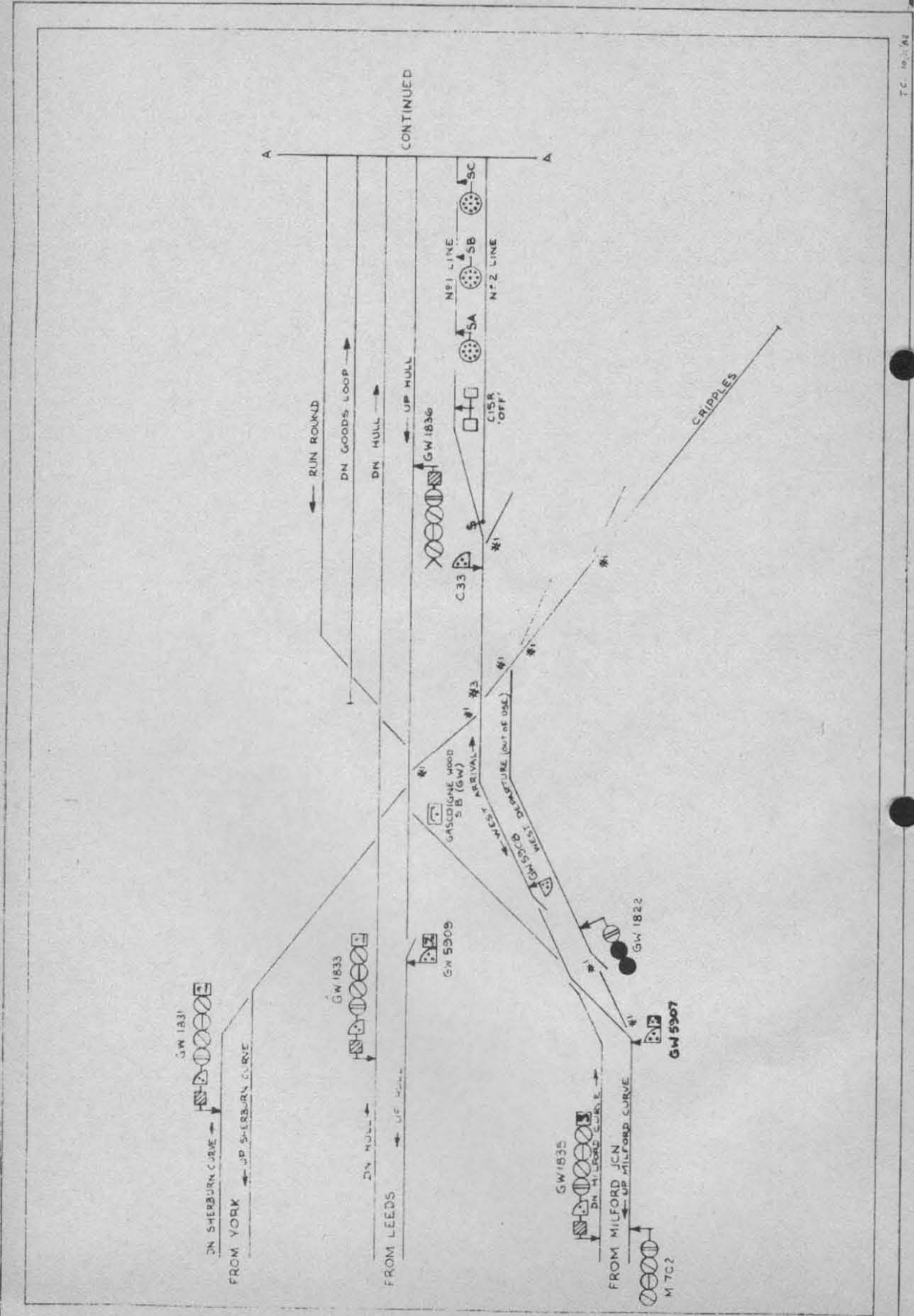
THACKLEY JUNCTION

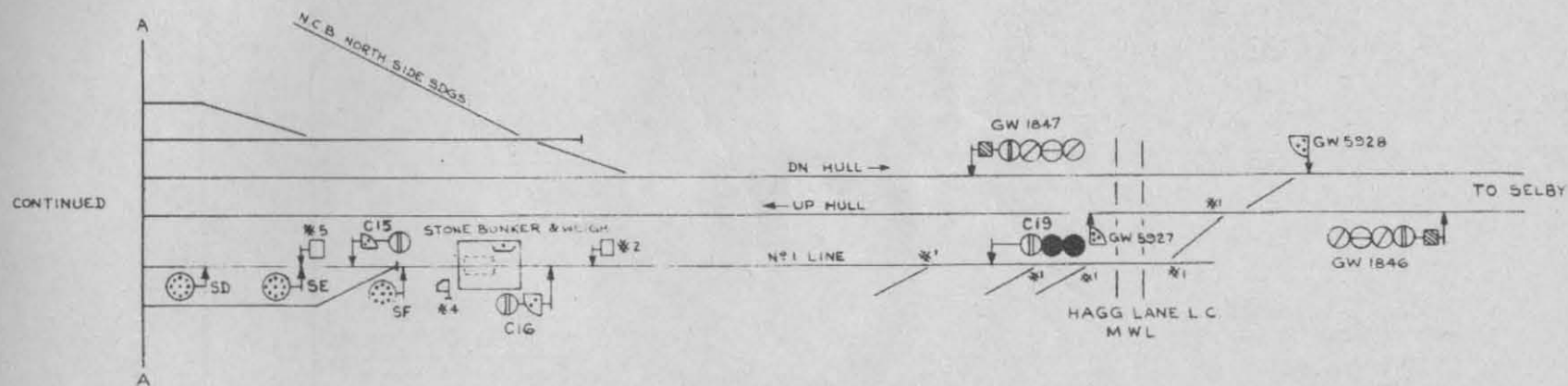
The points - Down Main/Down Loop has been secured out of use in the normal position until further notice. (U.F.N.)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued





SIGNALS PREFIXED 'C' CONTROLLED FROM STONE BUNKER.

*1 - POINTS CLAMPED

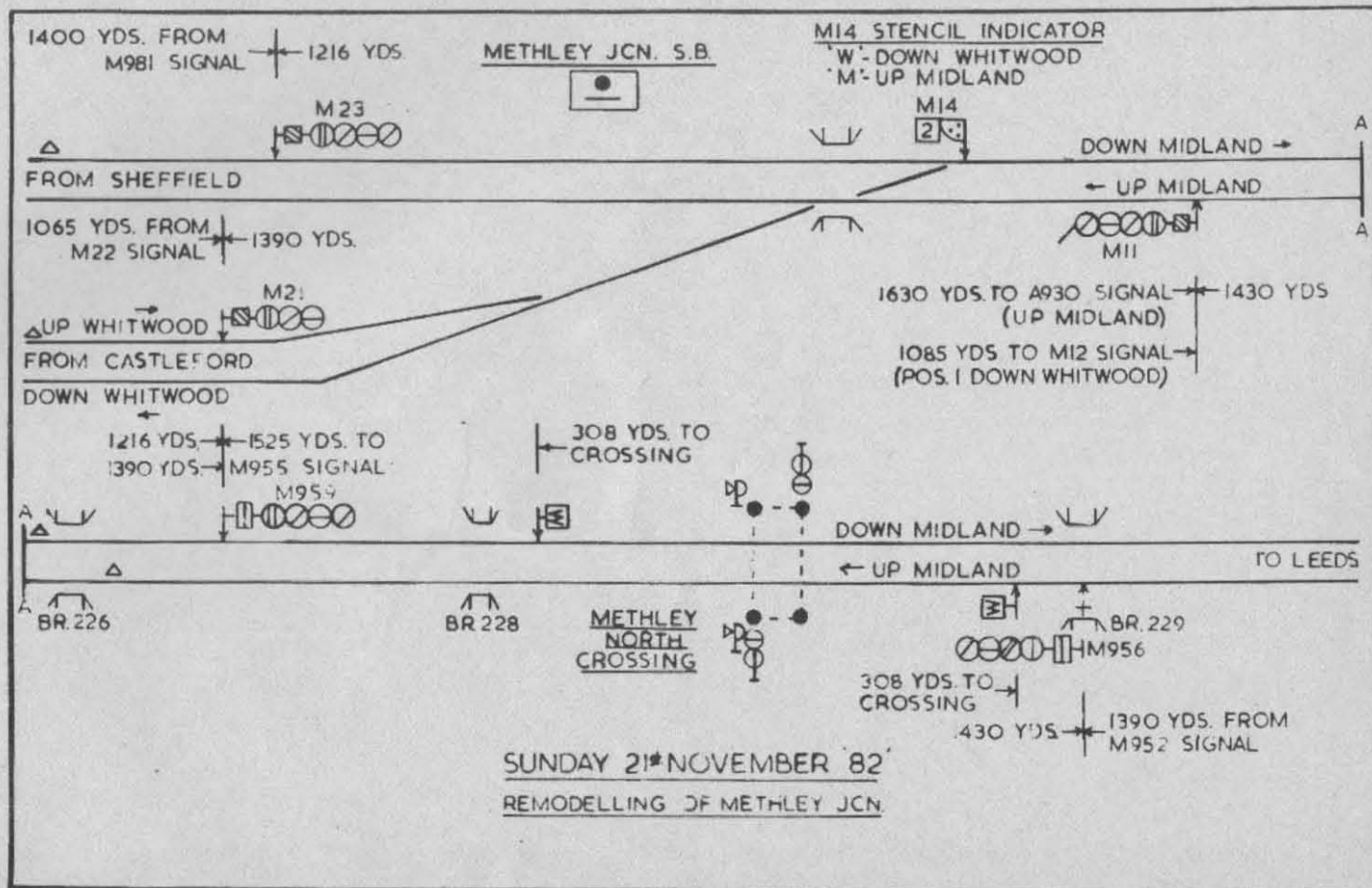
*2 - 'LOCOS MUST NOT PASS THIS BOARD'

*3 - HANDWORKED POINTS CLAMPED AS SHOWN. KEY KEPT BY BUNKER OPERATOR

*4 - EMERGENCY STOP PLUNGER - PUTS TONS TO 'STOP'

*5 - 'STOP HERE TO UNCOUPLE LOCO'

SELBY MINE - STONE BUNKER COMMISSIONING.



SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned

WORKING MANUAL FOR RAIL STAFF (BR. 30054)

WHITE PAGES

Clause B2/7

Add:-
Service Vehicles 'Cark nd' ZD - 25 m.p.h.

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up At or Between	

Page 59

YORK YARD SOUTH TO YORK CLIFTON

Add 'A' to Down and Up Goods lines in Running Lines and signalling system column

Page 82

DONCASTER MARSHGATE JN. TO LEEDS WEST JN.

Amend:-

MARSHGATE NORTH JN. AND WAKEFIELD WESTGATE (175m. 52ch.)

WAKEFIELD WESTGATE (175m. 52ch.) AND LEEDS WEST JN.

(49D)

Page 84

DONCASTER MARSHGATE JN. TO LEEDS WEST JN.

Amend:-

South Kirkby Jn. 165.74
(See page 134)

50 Down Main to Moorthorpe Station Jn. line.

Add:- South Kirkby Jn.

50 Up Main to Down Main (49D)

Page 93 (Page 53 Supp. Optg. Insts.)

EASTWOOD L.M.R. TO NORMANTON GOOSE HILL JN. Between Horbury Jn. and Wakefield Kirkgate West Jn.

Add:-

25 25 All connections between 47m. 35ch. and 48m. 05ch. except as shown below.

At Wakefield Kirkgate West Jn.

Amend:-

40 40 All lines 47m. 38ch. and 48m. 05ch.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h	Up At or Between	
Page 93 (page 53 Supp. Optg. Insts.) - continued						
Between Wakefield Kirkgate West Jn. and Wakefield Kirkgate						
Amend:-			25		Up L & Y Slow to Down Goole 47m. 52ch. and 48m. 05ch.	
Between Wakefield Kirkgate and Turners Lane Jn.						
Add:-			40		Down L & Y to Down L & Y via No.2525 trailing points at 47m. 78ch.	
Page 98						
DIGGLE JN. LMR TO HEALEY MILLS HEATON LODGE JN. Between Marsden and Signal HU195						
Amend:-			55		21m. 11ch. and 21m. 30ch.	
Page 101						
PENISTONE, HUDDERSFIELD JN. TO HUDDERSFIELD SPRINGWOOD JN. Clayton West Jn.						
Amend:-			25		Single to Double.	
Page 102						
Between Brockholes and Honley						
Delete:-			20		3m. 50ch. and 3m. 46ch.	
Page 107						
HORBURY STATION JN. TO CRIGGLESTONE JN. Crigglestone Jn.						
Amend:-			25		45m. 53ch. and 45m. 56ch.	
Page 108						
BARNESLEY STATION JN. TO HORBURY JN. Between Barnsley Station Jn. and Darton						
Add:-			40	40	51m. 60ch. and 50m. 49ch.	
Delete:-			40	40	51m. 24ch. and 50m. 23ch.	
Delete:-		Woolley New Tunnel	30	30	46m. 30ch. and 45m. 56ch.	
Delete:-		Crigglestone Jn.				
Amend:-				<u>45.56</u> 1.53		
Amend:-			25		To Horbury Station Jn. line.	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

ER SECTIONAL APPENDIX (NORTHERN AREA) - continued

TABLE A - continued

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M.	Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
					Down m.p.h.	Up At or Between	
Page 118 (Page ND17, ND40D)							
NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.							
Castleford							
Delete :-							
AB between Castleford Gates and Fryston when Castleford box is closed. (48D)							
Page 123 (Page 68 Supp. Optg. Insts.)							
WAKEFIELD KIRKGATE WEST JN. TO GOOLE POTTERS GRANGE JN.							
Between Wakefield Kirkgate (K) and Calder Bridge Jn.							
Delete :-							
20 48m. 05ch. and 47m. 38ch.							
Add :-							
25 48m. 05ch. and 47m. 43ch.							
Page 131 (Page 23 ND40D)							
ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD							
Amend :-							
PONTEFRACT (NORTH OF) 3m.p. AND BURTON SALMON							
0m. 0ch.							
16m. 69ch.							
70 70 MAXIMUM PERMISSIBLE SPEED FOR PASSENGER TRAINS LOADED OR EMPTY							
60 60 MAXIMUM PERMISSIBLE SPEED FOR ALL TRAINS OTHER THAN LOADED OR EMPTY PASSENGER TRAINS (49D)							
Page 132							
ALDWARKE NORTH JN. (MID) TO BURTON SALMON							
Amend :-							
Moorthorpe Station 11.25							
Jn. (See page 134)							
50 To South Kirkby Jn. line.							
Page 134							
MOORTHORPE STATION JN. TO SOUTH KIRKBY JN.							
Amend :-							
50 50 MAXIMUM PERMISSIBLE SPEED.							
Moorthorpe Station Jn.							
Amend mileage :- 0.57							
South Kirkby Jn.							
Amend mileage :- 0.05							
Page 161							
HULL WEST PARADE TO SEAMER WEST							
At Arram							
Add :-							
50 11m. 18ch. and 10m. 60ch.							

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

E.R. SECTIONAL APPENDIX (NORTHERN AREA) - continued

LOCAL INSTRUCTIONS

Page 372

FERRYBRIDGE 'C' POWER STATION

Add:-

C.E.G.B. Level Crossing

The instructions in the General Appendix headed "Automatic" Open Crossings, Locally monitored (AOCL) - At crossings where trains are not required to stop apply, as far as practicable, at this crossing.

"Incoming" Open Level Crossing

The instructions in the General Appendix headed "Open Crossings" apply at this crossing.

If it becomes necessary for a set-back movement to be made over the crossing a member of the C.E.G.B. staff will be stationed at the crossing and no movement over the crossing must be made without his authority.

(49D)

**INSTRUCTIONS TO STAFF DEALING WITH M.G.R.
TRAINS AND BUNKER/RAPID LOADING COLLIERIES. BR.30059/5**

Page 18A

HICKLETON MAIN COLLIERY

Add:-

Trains from/to Pontefract direction

1. An arriving train must stop opposite the signal box for the Guard to alight, before it proceeds to the "34 M.G.R." marker board.
2. The Guard, after receiving an assurance from the B.R. Shunter that the points are set for the Colliery loaded Siding 1 must advise the Signaller the train is ready to enter that siding.
3. When the loaded train is ready to depart from the Colliery, the Guard must collect the train bill from the N.C.B. Person in Charge and advise the Signaller the train is ready to be shunted to the Up Main line.
4. The Guard must subsequently receive an assurance from the B.R. Shunter that the points are set for the B.R. Siding 1 and advise the Signaller the train is ready to enter that sidings.
5. When the locomotive has been run round, the Guard must advise the Signaller the train is ready to be propelled to the Up Main line for departure.

Trains from/to Sheffield direction

1. An arriving train must stop adjacent to signal 24 for the Guard to alight before it proceeds to the "34 M.G.R." marker board.
2. After the train has crossed to the Up Main line the Guard, after receiving an assurance from the B.R. Shunter that the points are set for the B.R. Siding 1 must advise the Signaller the train is ready to enter that siding.
3. When the locomotive has been run round and the train is ready to be shunted to the Up Main line, ready for propelling into the colliery, the Guard must so advise the Signaller.
4. The Guard must subsequently receive an assurance from the B.R. Shunter that the points are set for the Colliery Loaded Siding 1 and advise the Signaller the train is ready to re-enter the sidings.
5. When the loaded train is ready to depart, the Guard must collect the train bill from the N.C.B. Person in charge and advise the Signaller accordingly.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES
BR 30059/5 - continued

Page 18A - HICKLETON MAIN COLLIERY - Add - continued

Set-back movements from 'off' indicators located on Down and Up Main lines.

The illumination of either 'off' indicator will be the Driver's authority to set-back and it will not be necessary for the Driver to comply with the Rule Book, Section J, Clause 4.1, but he must proceed cautiously, keeping a sharp lookout and be prepared to act on a hand signal from the Guard or Shunter when the latter comes into view.

Colliery Level Crossing

The B.R. Shunter must be positioned at the level crossing and ensure it is clear before all train movements pass over it. (49D)

MISCELLANEOUS NOTICES

DONCASTER STATION

Until Further Notice - Guards of Passenger trains stopping at all platforms should advise passengers to take care when alighting as platform resurfacing is taking place. (49)

SOWERBY BRIDGE STATION

From Sunday 14 November Until Further Notice, between 07 30 to 17 00 daily. Drivers of trains stopping at Sowerby Bridge to observe instructions of Handsignalman and/or Warning Notices during resurfacing of platform area. (49)

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing date
Hammerton Street M.P. Depot. Inspection Road and No. 8 Road affected	Earthwork	Until Further Notice	-
Clifton Carriage Sidings. Main Shed Lines and Washing Plant Line	Installing new Sidings	Until Further Notice	-

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B

NIL

DETAILS OF WORK ALREADY CARRIED OUT

SHARLSTON GIN LANE LEVEL CROSSING AT 51m. 64ch. (Between Crofton East Jn. and Streethouse West Level Crossing)

A "WHISTLE" board located at 52m.p. has been provided 350 yards from the crossing on the Up rail approach. (New Item) (52)

OAKENSHAW JN. AND CALDER BRIDGE JN.

The lead at the Loop end of the connection - Up Goole to Up Goole Goods Loop has been converted to trap points. (New Item) (52)

HESSLE HAVEN

The Junction facing points leading from Down Main to the Down North Goods; the points from Up South Goods to Up Main at 4m. 35ch. and the Main to Main crossover have been secured out of use pending removal.

The offset subsidiary on the Hessele Haven Down Main No.11 signal applying Down Main to Down North Goods, together with the Up South Goods, Junction Home signal have been abolished. (51)

WOOLLEY COAL SIDING AND CRIGGLESTONE JUNCTION**Woolley Coal Siding**

The trailing crossover at the entrance to Woolley Colliery Sidings has been secured out of use pending removal.

Between Woolley Coal Siding and Crigglestone Junction

The following new points/signals controlled by Woolley Coal Siding signalbox have been brought into use:-

Facing crossover at 48½m.p. (approximately 300 yards on the Crigglestone Junction side of Woolley Coal Sidings signalbox).

Trailing crossover at 48m.p. (approximately 1,200 yards on the Crigglestone Junction side of Woolley Coal Siding signalbox).

The following new ground position light signals have been brought into use in conjunction with the new trailing crossover:-

W.283 - set back Down Main to Up Main.

W.284 - set back Up Main to Down Main.

A new ground position light signal No.W288 applying set back along Up Main towards new W.284 signal has been provided in the Up Main cess adjacent to the new facing crossover.

A new Woolley Colliery departure ground position light signal No.290 has been provided, applying towards Up Main W.288 signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****WOOLLEY COAL SIDING AND CRIGGLESTONE JUNCTION – continued****Woolley Coal Siding**

All semaphore and ground disc signals with the exception of the Down Main Inner distant (below the Darton Down Main Starting signal) have been abolished and the following new 3-aspect colour light signals have been provided with signal-post telephones to Woolley Coal Siding signalbox.

Down Main

W.268 new Home signal at 48 $\frac{3}{4}$ m.p. (100 yards before reaching the signalbox and 1092 yards before reaching W.262). The Junction Indicators have not been brought into use at this stage.

W.262 Signal at 48m. 10ch. (1,000 yards after passing the signalbox and 1,130 yards before reaching W.260/C.31).

W.260/C.31 new Starting signal at 47m. 42ch., 1m. 380 yards after passing the signalbox.

The Crigglestone Junction Down Main 2-aspect colour light distant C.31 (113 yards after passing W.260/C.31 signal) has been abolished.

Up Main

W.261 at 47m. 69ch. (1452 yards before reaching the signal box and 1,385 yards before reaching W.267). (The junction indicators have not been brought into use at this stage).

W.267 signal (at 48m. 50ch.) situated 80 yards before reaching the signalbox. A left-hand off-set subsidiary has been provided applying towards the Colliery sidings.

Crigglestone Junction

The 2-aspect Up Main Starting signal (C.6) has been converted to a 3-aspect colour light signal replated C.6/W.259. (51)

GASCOIGNE WOOD – COMMISSIONING OF NEW STONE BUNKER LOADING FACILITIES

The Stone Loading Bunker, together with the Position Light Bunker Loading Signals have been brought into use.

A 2-page diagram is included herein illustrating the new 2-way West Arrival ; No.1 (Stone) line and No.2 line.

Details of the associated signalling are as shown below.

GW = Gascoigne Wood

C = Controlled from the Stone Bunker

**New Signals
Signal No.****Application**

GW5908	West Arrival to Up Milford Curve
C33	Points set – West Arrival to Stone line
C15 (Sub)	Locomotive forward for running round purposes or for propelling through the Bunker
C16 (Sub)	Through the Bunker towards Bunker loading signal No. "SF"

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

GASCOIGNE WOOD - COMMISSIONING OF NEW STONE BUNKER LOADING FACILITIES - continued

The Bunker Loading (Toton) signals are spaced 76 yards apart (except "SA" to "SB" which will be 60 yards apart).

A new 3-aspect signal (C19) has been provided on No.1 (Stone) line on the immediate approach to Hagg Lane level crossing. This signal will be maintained at RED until further notice.

A new 3-aspect signal (GW1822) has been provided on the West Departure (line out of use) on the immediate approach to the points - West Departure/Up Milford Curve. This signal will be maintained at RED until further notice.

Alterations to Existing Signalling (conversion of 2-way route indicators to 3-way)

A new Route Indication "A" has been added to the route indicator on Down Milford 4-aspect signal GW1835. This will apply (when read in conjunction with the subsidiary) towards West Arrival C33 signal.

A new route indication "A" has been added to the Up Milford Curve ground position light signal GW5907 and this applies towards West Arrival line C33 signal.

Notice Boards

A notice board worded "STOP HERE TO UNCOUPLE LOCO" has been provided 20 yards on the Leeds side of C15 signal.

A notice board worded "LOCOS MUST NOT PASS THIS BOARD" has been provided 30 yards on the Selby side of C16 signal.

The "OFF" indicator C15R will be illuminated when the subsidiary on C15 signal has been cleared for the propelling movement to commence through the Bunker. (51)

METHLEY JUNCTION

The junction has been re-modelled to form a single lead junction between the Down and Up Midland lines and the Whitwood Branch.

This is illustrated on the diagram included herein.

A new ground position light signal (No.M14) with 2-way route indicator has been provided on the Down Midland as follows :-

Indication	Application towards
"W"	Down Whitwood
"M"	Up Midland

The diagram also illustrates the provision of miniature Red/Green warning lights at Methley North level crossing but these will not be brought into use until a later date. (50)

**** GRIMETHORPE COLLIERY**

Bunker line position light loading signal "C" has been temporarily repositioned 12 yards nearer "B" signal. (49)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****** HICKLETON**

The trailing crossover between the Down and Up Main lines (North of the signal box) and the associated slip connection to the Up Sidings has been abolished. All associated disc shunting signals have also been abolished.

A new run-round facility has been provided by hand-worked points at the North end of Nos. 1 and 2 Sidings and access to Nos. 1, 2 and 3 Sidings is from the South end only.

An indicator has been provided at the North end of No. 1 siding which displays indication 'M' when the signals have been cleared for the movement to proceed onto the Up Main line, or, indication 'B' when the signals have been cleared for the movement to proceed towards Goldthorpe Colliery Bunker.

A '34 MGR' marker board with an 'OFF' indicator below has been erected on the left-hand side of the Down Main 34 wagons lengths (375 yards) North of No. 24 ground position light signal and the marker board will be illuminated when the signals have been cleared for the movement to proceed towards the Main.

A '34 MGR' marker board with an 'OFF' indicator below has been erected on the left-hand side of the Up Main line 34 wagons lengths (375 yards) south of ground position light signal No. 3 and the marker board will be illuminated when ground position light No. 3 is cleared with indication 'S' for the movement to proceed towards the Up Sidings. (amended item) (49)

**** KNOTTINGLEY**

The Siding adjacent to the Down Main line between 59m. 10ch. and 59m. 20ch. has been removed.

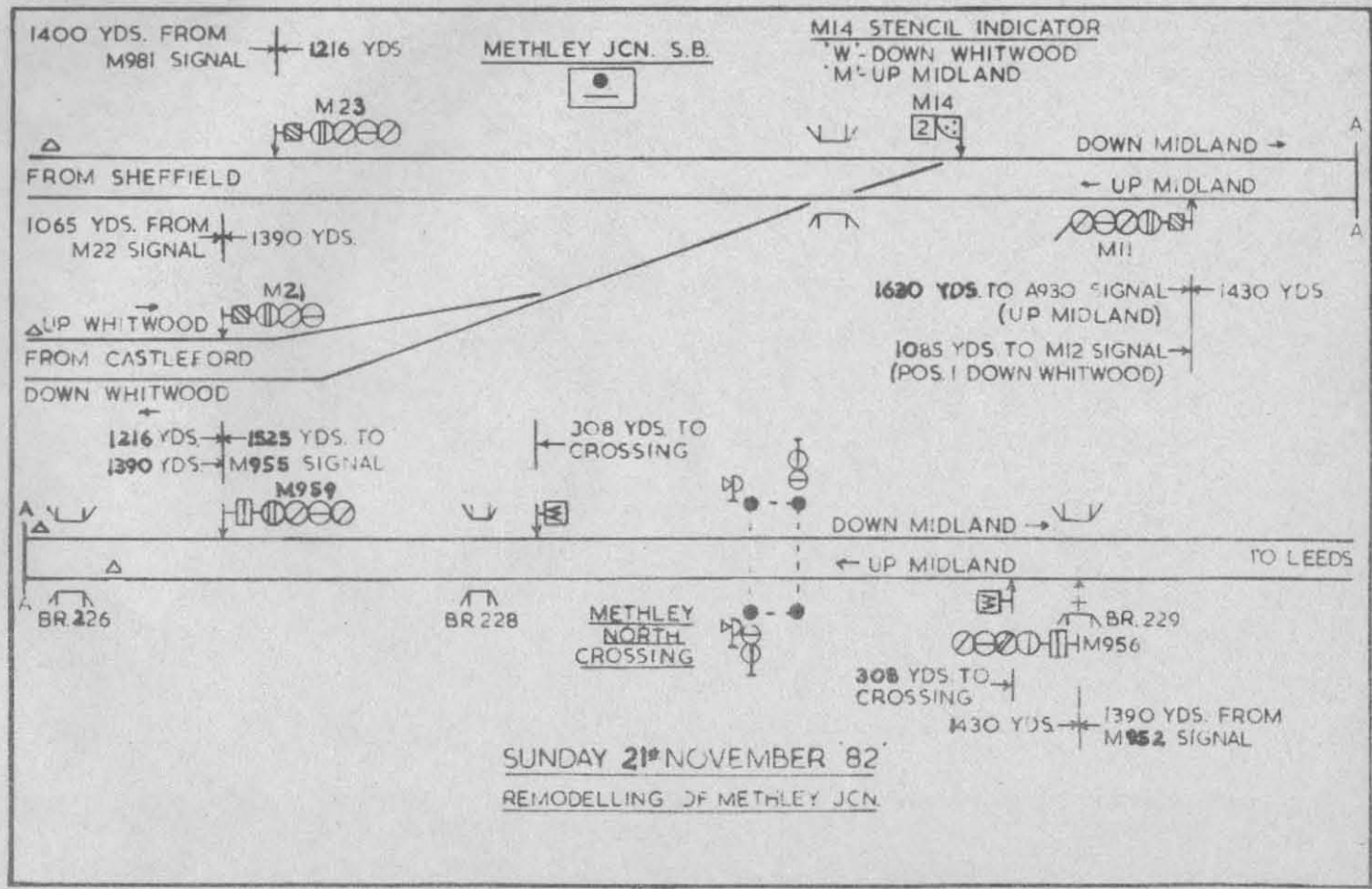
Knottingley Motive Power Depot and C&W Depot

The Engine Kip and No. 1 C & W Siding has been removed.

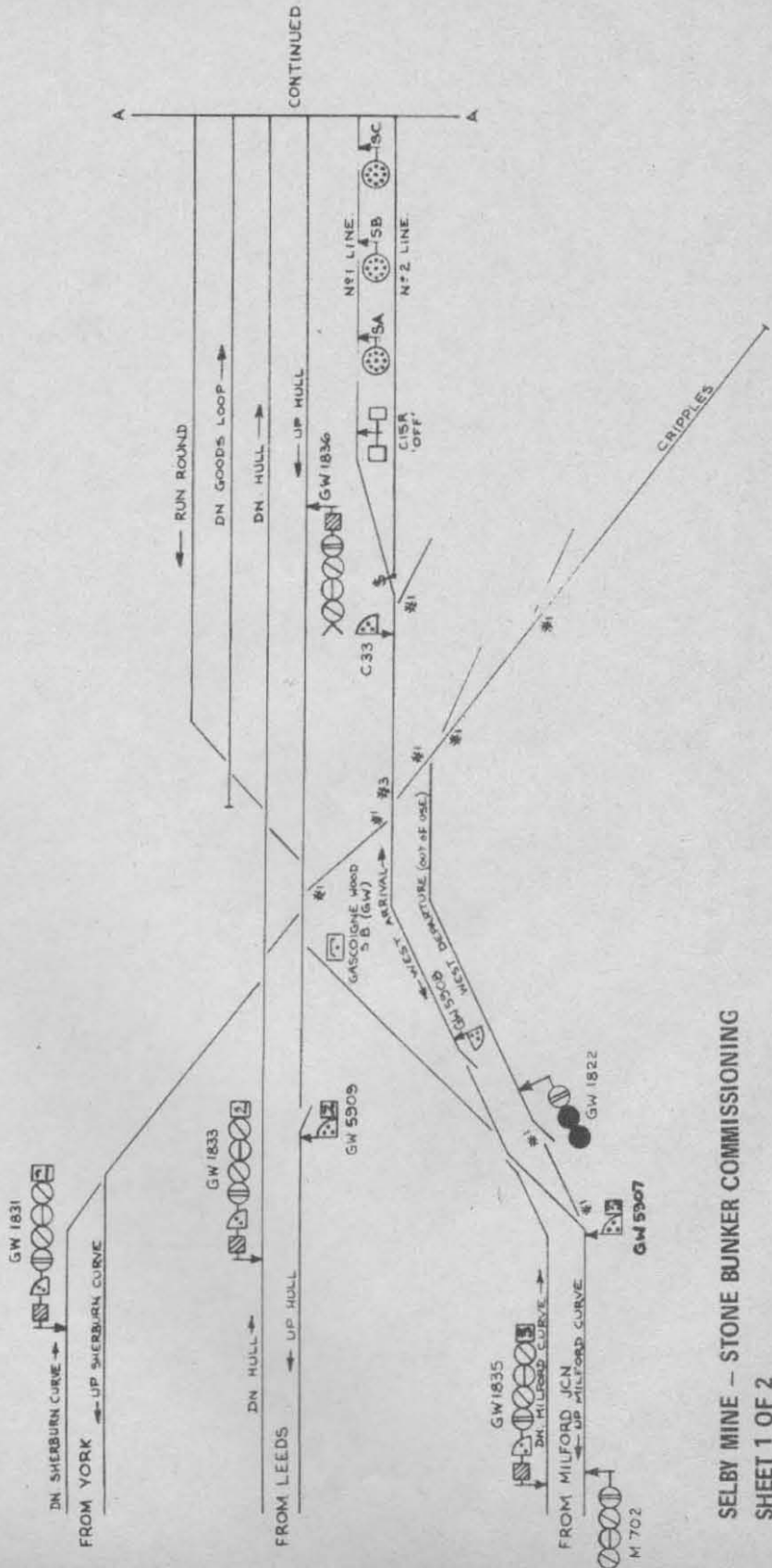
No. 2 C&W Siding has been shortened by 50 yards at the West end and Buffer-Stops erected. (49)

THACKLEY JUNCTION

The points – Down Main/Down Loop has been secured out of use in the normal position until further notice. (U.F.N.)

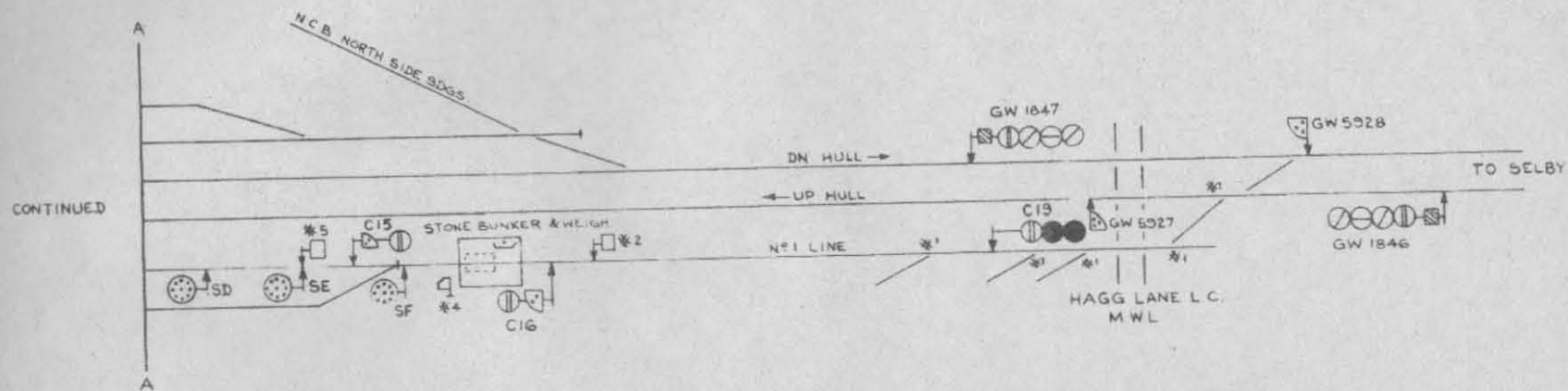


SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued



SELBY MINE - STONE BUNKER COMMISSIONING
SHEET 1 OF 2

T.C. 10/1/61



- SIGNALS PREFIXED 'C' CONTROLLED FROM STONE BUNKER.
- *1 - POINTS CLAMPED
 - *2 - 'LOCOS MUST NOT PASS THIS BOARD'
 - *3 - HANDWORKED POINTS CLAMPED AS SHOWN KEY KEPT BY BUNKER OPERATOR
 - *4 - EMERGENCY STOP PLUNGER - PUTS TONS TO 'STOP'
 - *5 - 'STOP HERE TO UNCOUPLE LOCO'

SELBY MINE - STONE BUNKER COMMISSIONING.
SHEET 2 OF 2

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned

WORKING MANUAL FOR RAIL STAFF (BR. 30054)

WHITE PAGES

Clause B2/7

Add:—

Service Vehicles 'Cark nd' ZD - 25 m.p.h.

EASTERN SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
Page 117 NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN. Delete:— BURTON SALMON AND MILFORD						
				40	40	MAXIMUM PERMISSIBLE SPEED ON PONTEFRACT LINES. (6D)

INSTRUCTIONS TO STAFF DEALING WITH M.G.R.
 TRAINS AND BUNKER/RAPID LOADING COLLIERIES. BR.30059/5

Add:—

GASCOIGNE WOOD DRIFT

- An arriving train must stop on No.1 line at Signal C.15 and the Guard (after the locomotive has run round) must subsequently advise the Stone Bunker Operator when the train is ready for tare weighing.
- The train must be propelled through the bunker under the authority of Signal C.15 and the loading signals displaying the "Move at low speed in opposite direction to that required for loading" aspect at a speed not exceeding 3 m.p.h. and be brought to a stand on the approach side of Signal C.16.
 - On clearance of Signal C.16, the train must be drawn through the bunker and stopped with the leading cab of the locomotive opposite the marker board West of the bunker, to enable the leading wagon to be loaded whilst stationary. The remaining wagons must be loaded and gross weighed under control of the loading signals at a speed not exceeding ½ m.p.h.
 - Throughout the weighing and loading operations the Guard must be positioned at the emergency stop switch and, in an emergency, the train must be brought to a stand by operating this switch. Train movements, in these circumstances, must not be allowed to recommence until the Guard has advised the Stone Bunker Operator it is safe to do so.
 - On completion of loading and gross weighing the loading signals will display the "Stop immediately" aspect and then be switched out.
 - The Guard will be handed the trainbill and he must then signal the Driver to draw forward to Signal GW.5908.
 - Crippled Wagons**
When crippled wagons require to be detached, the Guard must advise the Stone Bunker Operator who will hand him the padlock key for the cripple siding points and to whom it must be returned when shunting operations have been completed and the points have again been secured in the normal position.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES
BR 30059/5 - continued

Page 22

WOOLLEY COAL SIDING

Paragraph 1

Amend to read :-

1. All trains must be propelled into the siding from the Up Main line.

(6D)

MISCELLANEOUS NOTICES

DONCASTER STATION

Until Further Notice - Guards of Passenger trains stopping at all platforms should advise passengers to take care when alighting as platform resurfacing is taking place. (49)

SOWERBY BRIDGE STATION

- * * From Sunday 14 November Until Further Notice, between 07 30 to 17 00 daily. Drivers of trains stopping at Sowerby Bridge to observe instructions of Handsignalman and/or Warning Notices during resurfacing of platform area. (49)

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing date
Hammerton Street M.P. Depot, Inspection Road and No. 8 Road affected	Earthwork	Until Further Notice	-
Clifton Carriage Sidings, Main Shed Lines and Washing Plant Line	Installing new Sidings	Until Further Notice	-

York

MP.32/NS

R.M. WILLIAMS
Chief Operating Manager

26 NOVEMBER, 1982

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

*** Items marked thus will not appear in future issues and a note must be taken of them by all concerned*

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 12 DECEMBER - MARSDEN *

The gantry carrying the Up Main Home signal and Up Main Home to Up Goods Loop will be abolished.
The Up Main Distant signal will also be abolished.

The following new signals will be brought into use:-

A new 3-aspect Up Main Home signal No. M6 will be provided at 19 m.p. A Junction Indicator position "1" will be provided applying towards the Up Goods Loop.

A signal-post telephone will be provided.

A new 2-aspect Up Main Distant (No. M6R) will be provided 1,320 yards before reaching M6.

A new ground position light signal (No. 23) will be provided on the Up Main at the west end of the Up Goods Loop. A 2-way stencil route indicator will be provided and the following indications will apply:-

"X" - up Main
"W" - Up Goods Loop

Altered Signal

A 3-way stencil route indicator will be provided on ground position light signal No. 14 which applies Down/Main to Up Main or set-back along Down Main to "LIMIT OF SHUNT". The following indications will apply:-

"L" - Up Goods Loop (additional route)
"U" - Up Main
"X" - Down Main "LIMIT OF SHUNT"

The Standage in the Up Goods Loop will be increased by 70 yards as the result of repositioning the trap points at the inlet end by that distance.

The catch points in the Up Main at 19m. 14ch. (482 yards before reaching the former Up Main Home Signal) will be secured out of use for through running pending replacement by plain line. (2)

DETAILS OF WORK ALREADY CARRIED OUT

SHARLSTON GIN LANE LEVEL CROSSING AT 51m. 64ch. (Between Crofton East Jn. and Streethouse West Level Crossing)

A "WHISTLE" board located at 52 m.p. has been provided 350 yards from the crossing on the Up rail approach. (52)

OAKENSHAW JN. AND CALDER BRIDGE JN.

The lead at the Loop end of the connection - Up Goole to Up Goole Goods Loop has been converted to trap points. (52)

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued**DETAILS OF WORK ALREADY CARRIED OUT - continued****HESSLE HAVEN**

The Junction facing points leading from Down Main to the Down North Goods; the points from Up South Goods to Up Main at 4m. 35ch. and the Main to Main crossover have been secured out of use pending removal.

The offset subsidiary on the Hesse Haven Down Main No.11 signal applying Down Main to Down North Goods, together with the Up South Goods, Junction Home signal have been abolished. (51)

WOOLLEY COAL SIDING AND CRIGGLESTONE JUNCTION**Woolley Coal Siding**

The trailing crossover at the entrance to Woolley Colliery Sidings has been secured out of use pending removal.

Between Woolley Coal Siding and Crigglestone Junction

The following new points/signals controlled by Woolley Coal Siding signalbox have been brought into use:-

Facing crossover at 48½m.p. (approximately 300 yards on the Crigglestone Junction side of Woolley Coal Sidings signalbox).

Trailing crossover at 48m.p. (approximately 1,200 yards on the Crigglestone Junction side of Woolley Coal Siding signalbox).

The following new ground position light signals have been brought into use in conjunction with the new trailing crossover:-

W.283 - set back Down Main to Up Main.

W.284 - set back Up Main to Down Main.

A new ground position light signal No.W288 applying set back along Up Main towards new W.284 signal has been provided in the Up Main cress adjacent to the new facing crossover.

A new Woolley Colliery departure ground position light signal No.290 has been provided, applying towards Up Main W.288 signal.

Woolley Coal Siding

All semaphore and ground disc signals with the exception of the Down Main Inner distant (below the Darton Down Main Starting signal) have been abolished and the following new 3-aspect colour light signals have been provided with signal-post telephones to Woolley Coal Siding signalbox.

Down Main

W.268 new Home signal at 48½m.p. (100 yards before reaching the signalbox and 1092 yards before reaching W.262). The Junction Indicators have not been brought into use at this stage.

W.262 Signal at 48m. 10ch. (1,000 yards after passing the signalbox and 1,130 yards before reaching W.260/C.31).

W.260/C.31 new Starting signal at 47m. 42ch., 1m. 380 yards after passing the signalbox.

The Crigglestone Junction Down Main 2-aspect colour light distant C.31 (113 yards after passing W.260/C.31 signal) has been abolished.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****WOOLLEY COAL SIDING AND CRIGGLESTONE JUNCTION – continued****Up Main**

W.261 at 47m. 69ch. (1452 yards before reaching the signal box and 1,385 yards before reaching W.267). (The junction indicators have not been brought into use at this stage).

W.267 signal (at 48m. 50ch.) situated 80 yards before reaching the signalbox. A left-hand off-set subsidiary has been provided applying towards the Colliery sidings.

Crigglestone Junction

The 2-aspect Up Main Starting signal (C.6) has been converted to a 3-aspect colour light signal replated C.6/W.259. (51)

GASCOIGNE WOOD – COMMISSIONING OF NEW STONE BUNKER LOADING FACILITIES

The Stone Loading Bunker, together with the Position Light Bunker Loading Signals have been brought into use.

A 2-page diagram is included herein illustrating the new 2-way West Arrival; No.1 (Stone) line and No.2 line.

Details of the associated signalling are as shown below.

GW = Gascoigne Wood

C = Controlled from the Stone Bunker

**New Signals
Signal No.****Application**

GW5908	West Arrival to Up Milford Curve
C33	Points set – West Arrival to Stone line
C15 (Sub)	Locomotive forward for running round purposes or for propelling through the Bunker
C16 (Sub)	Through the Bunker towards Bunker loading signal No. "SF"

The Bunker Loading (Toton) signals are spaced 76 yards apart (except "SA" to "SB" which will be 60 yards apart).

A new 3-aspect signal (C19) has been provided on No.1 (Stone) line on the immediate approach to Hagg Lane level crossing. This signal will be maintained at RED until further notice.

A new 3-aspect signal (GW1822) has been provided on the West Departure (line out of use) on the immediate approach to the points – West Departure/Up Milford Curve. This signal will be maintained at RED until further notice.

Alterations to Existing Signalling (conversion of 2-way route indicators to 3-way)

A new Route Indication "A" has been added to the route indicator on Down Milford 4-aspect signal GW1835. This will apply (when read in conjunction with the subsidiary) towards West Arrival C33 signal.

A new route indication "A" has been added to the Up Milford Curve ground position light signal GW5908 and this applies towards West Arrival line C33 signal.

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****GASCOIGNE WOOD – COMMISSIONING OF NEW STONE BUNKER LOADING FACILITIES – continued****Notice Boards**

A notice board worded "STOP HERE TO UNCOUPLE LOCO" has been provided 20 yards on the Leeds side of C15 signal.

A notice board worded "LOCOS MUST NOT PASS THIS BOARD" has been provided 30 yards on the Selby side of C16 signal.

The "OFF" indicator C15R will be illuminated when the subsidiary on C15 signal has been cleared for the propelling movement to commence through the Bunker. (51)

*** METHLEY JUNCTION**

The junction has been re-modelled to form a single lead junction between the Down and Up Midland lines and the Whitwood Branch.

This is illustrated on the diagram included herein.

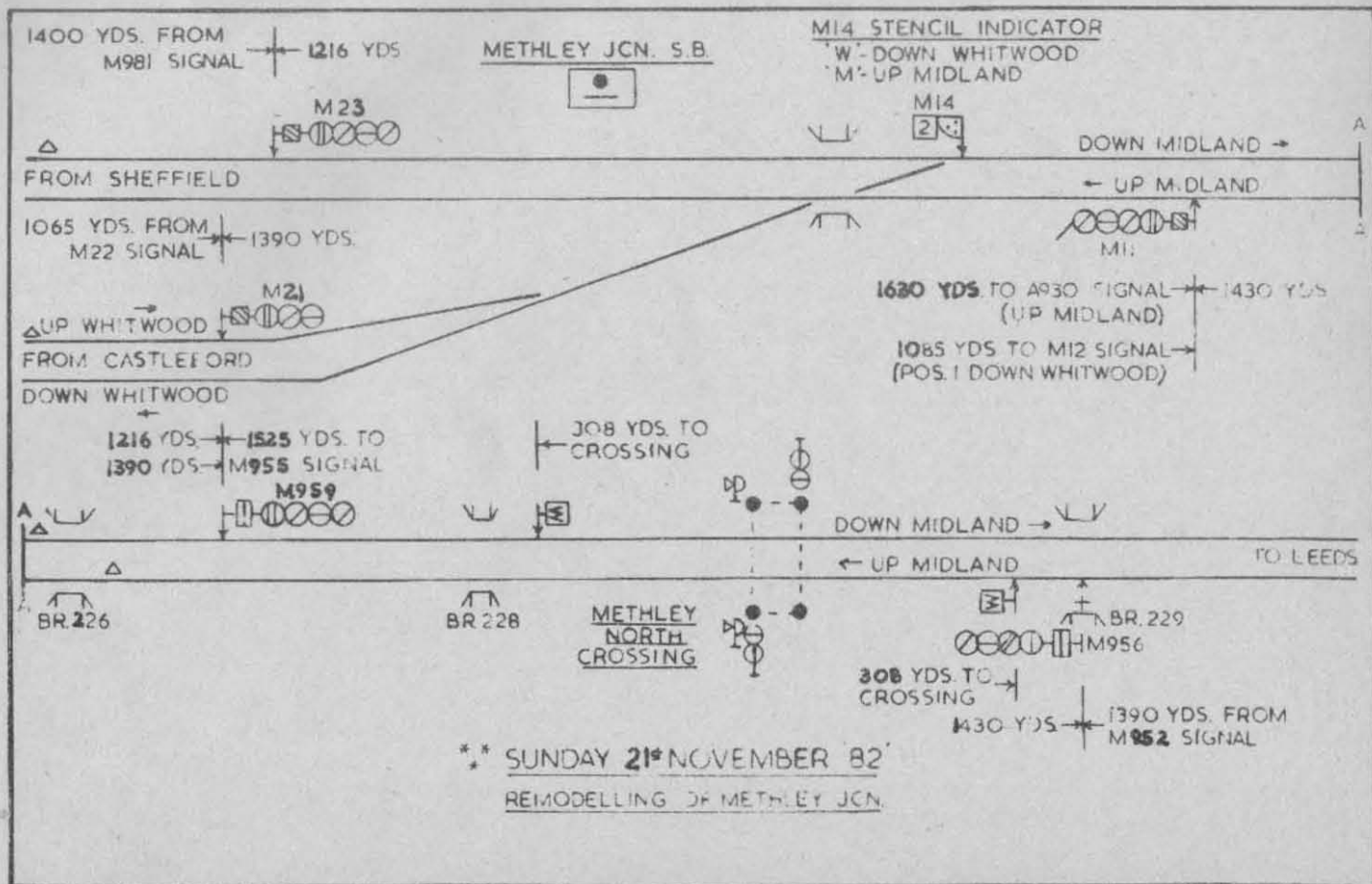
A new ground position light signal (No.M14) with 2-way route indicator has been provided on the Down Midland as follows :-

Indication	Application towards
"W"	Down Whitwood
"M"	Up Midland

The diagram also illustrates the provision of miniature Red/Green warning lights at Methley North level crossing but these will not be brought into use until a later date. (50)

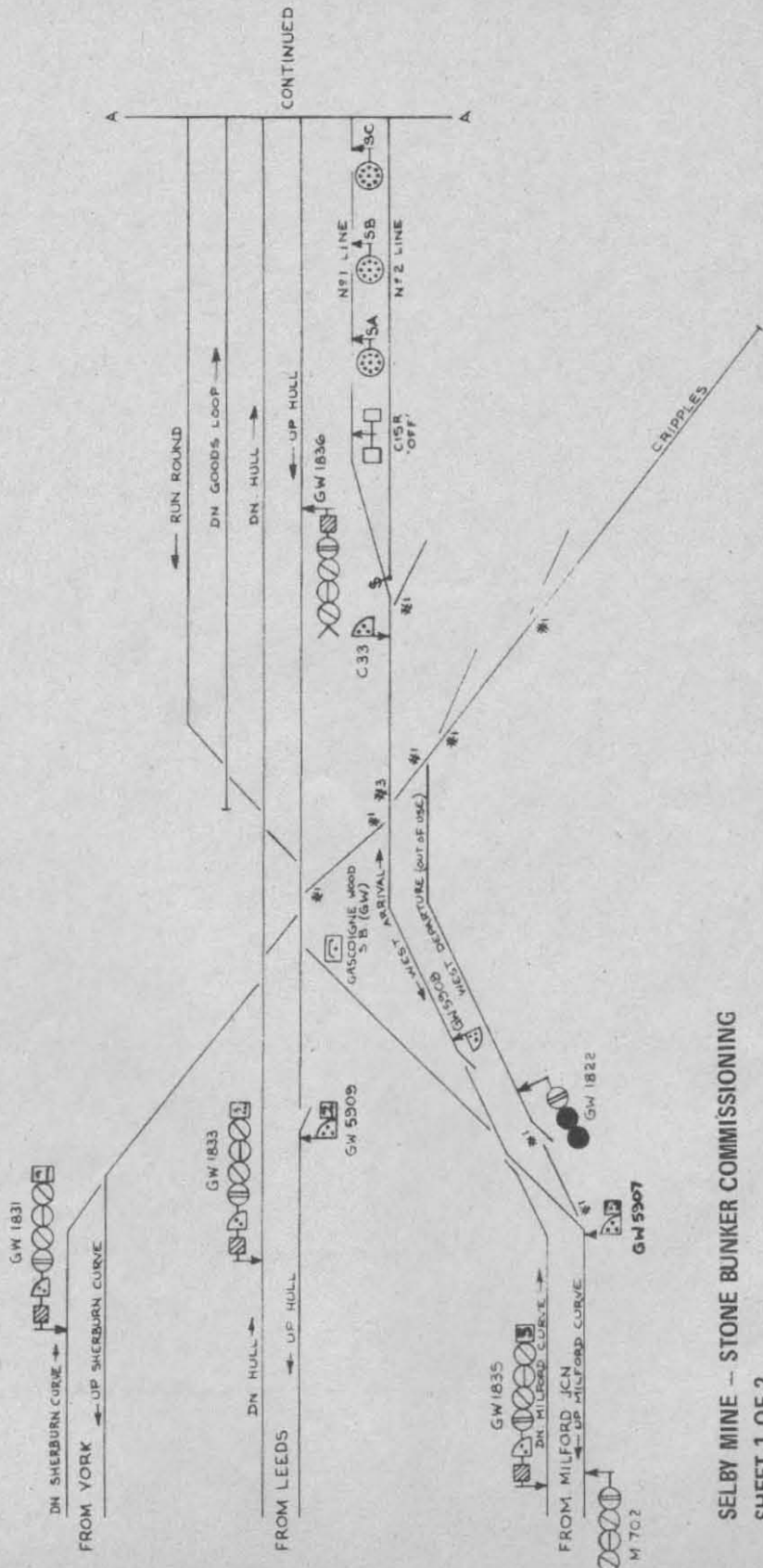
THACKLEY JUNCTION

The points – Down Main/Down Loop has been secured out of use in the normal position until further notice. (U.F.N.)

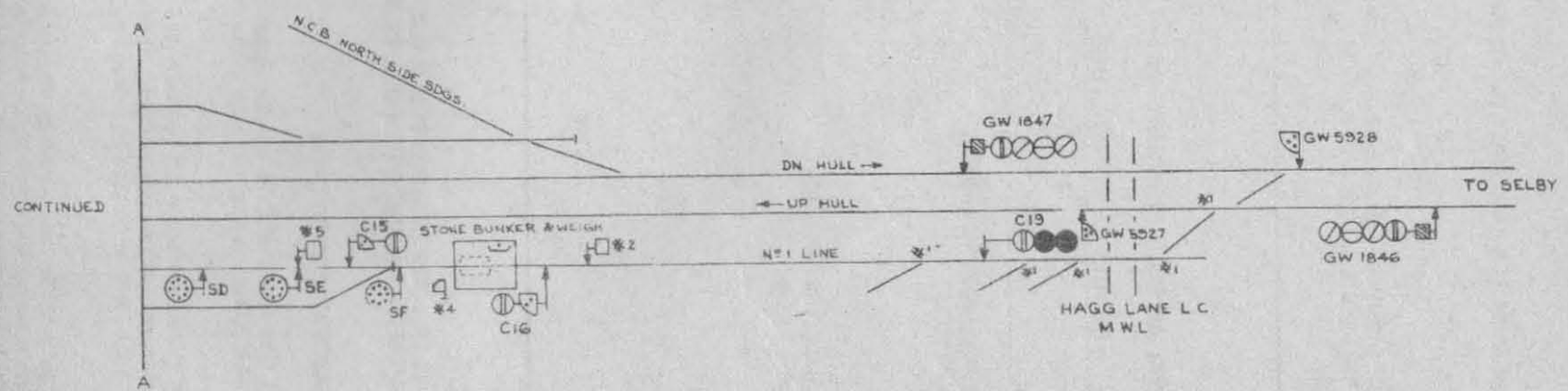


SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

T.C. 10/11/82



SELBY MINE - STONE BUNKER COMMISSIONING
SHEET 1 OF 2



- SIGNALS PREFIXED 'C' CONTROLLED FROM STONE BUNKER.
- *1 - POINTS CLAMPED
 - *2 - 'LOCOS MUST NOT PASS THIS BOARD'
 - *3 - HANDWORKED POINTS CLAMPED AS SHOWN. KEY KEPT BY BUNKER OPERATOR.
 - *4 - EMERGENCY STOP PLUNGER - PUTS TONS TO 'STOP'
 - *5 - 'STOP HERE TO UNCOUPLE LOCO'

SELBY MINE - STONE BUNKER COMMISSIONING.
SHEET 2 OF 2

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

****** Items marked thus will not appear in future issues and a note must be taken of them by all concerned

WORKING MANUAL FOR RAIL STAFF (BR. 30054)

WHITE PAGES

Instruction C4/5 add :-

Freightliner trains composed entirely of Freightliner vehicles, when conveying dangerous goods may proceed with brakes isolated providing the regulations for working of the air brake in the General Appendix, Section 16, Clause 3.5.2 apply.

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points
				Down m.p.h.	Up m.p.h.	
Page 117						
NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.						
Delete :- BURTON SALMON AND MILFORD						
			40	40	MAXIMUM PERMISSIBLE SPEED ON PONTEFRACT LINES.	(6D)
Page 132						
ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD JN.						
Between Moorthorpe Station Jn. and Pontefract Baghill						
Amend :-						
			60		10m. 60ch. and) 7m. 54ch.)) w.e.f.
Add :-						
			30		7m. 54ch. and) 7m. 5ch.)) 09 00 hrs.) Saturday 11) December
			60		7m. 5ch. and) 6m. 71ch.)) (6D)

INSTRUCTIONS TO STAFF DEALING WITH M.G.R.
TRAINS AND BUNKER/RAPID LOADING COLLIERIES. BR.30059/5

Add :-

GASCOIGNE WOOD DRIFT

1. An arriving train must stop on No.1 line at Signal C.15 and the Guard (after the locomotive has run round) must subsequently advise the Stone Bunker Operator when the train is ready for tare weighing.
2. The train must be propelled through the bunker under the authority of Signal C.15 and the loading signals displaying the "Move at low speed in opposite direction to that required for loading" aspect at a speed not exceeding 3 m.p.h. and be brought to a stand on the approach side of Signal C.16.
3. On clearance of Signal C.16, the train must be drawn through the bunker and stopped with the leading cab of the locomotive opposite the marker board West of the bunker, to enable the leading wagon to be loaded whilst stationary. The remaining wagons must be loaded and gross weighed under control of the loading signals at a speed not exceeding ½ m.p.h.

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R. TRAINS AND BUNKER/RAPID LOADING COLLIERIES
BR 30059/5 - continued

Add - continued

4. Throughout the weighing and loading operations the Guard must be positioned at the emergency stop switch and, in an emergency, the train must be brought to a stand by operating this switch. Train movements, in these circumstances, must not be allowed to recommence until the Guard has advised the Stone Bunker Operator it is safe to do so.
5. On completion of loading and gross weighing the loading signals will display the "Stop immediately" aspect and then be switched out.
6. The Guard will be handed the trainbill and he must then signal the Driver to draw forward to Signal GW.5908.
7. **Crippled Wagons**
When crippled wagons require to be detached, the Guard must advise the Stone Bunker Operator who will hand him the padlock key for the cripple siding points and to whom it must be returned when shunting operations have been completed and the points have again been secured in the normal position. (6D)

Page 22

WOOLLEY COAL SIDING

Paragraph 1

Amend to read :-

1. All trains must be propelled into the siding from the Up Main line. (6D)

Add after Paragraph 2

NOTE :-

The existing marker board/bell situated cress side of the Down Main line will remain. A temporary additional marker board will be provided on the cress side of the Up Main line 95 yards on the approach side of signal W.267 to facilitate the point of detachment prior to a light locomotive running round its train via Darton. (6D)

MISCELLANEOUS NOTICES

SEACOW BALLAST HOPPER WAGONS

Note : The item on page 148, SD49, and page 129, ND49, is superceded by the new item shown on page 60, SD49, and page 29, ND49. (6)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES - continued

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing date
Hammerton Street M.P. Depot. Inspection Road and No. 8 Road affected	Earthwork	Until Further Notice	-
Clifton Carriage Sidings, Main Shed Lines and Washing Plant Line	Installing new Sidings	Until Further Notice	

MP.32/NS

R.M. WILLIAMS
Chief Operating Manager

York

3 DECEMBER, 1982

SECTION C

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned
*

DETAILS OF WORK REFERRED TO IN SECTION B

SUNDAY 19 DECEMBER - WOOLLEY COAL SIDINGS

The Arrival/Departure line No.1 and following associated connections from Up Main (controlled by Woolley Coal Siding signal box) will be brought into use.

Facing connection (immediately on the signal box side of the trailing crossover at 48m.p.) leading from Up Main to Arrival/Departure line No.1.

Trailing connection (immediately on the Crigglestone Junction side of the facing crossover at 48½m.p.) leading from Arrival/Departure line No.1 to Up Main.

New Signals

W263 - A new 3-aspect signal (Up direction) will be provided at the signal box end of the Arrival/Departure line No.1 applying towards Up Main.

W264 - A new 3-aspect signal (Down direction) will be provided at the Crigglestone Junction end of the Arrival/Departure line No.1 applying towards Down Main.

Signal-post telephones will be provided on the above signals.

W285 ground position light (at the Crigglestone Junction end) applying Up direction along the Arrival/Departure line No.1.

Altered Signals

A position 1 junction route indicator applying towards Arrival/Departure line No.1 will be provided on Up Main 3-aspect signal W261.

A position "4" junction route indicator applying towards Arrival/Departure line No.1 will be provided on Down Main 3-aspect signal W268.

A stencil-type route indicator will be provided on ground position light signal W283 (set back Down Main to Up Main) and the following indications will now apply:-

Indication	Application Towards
"1"	Arrival/Departure line No.1
"M"	Up Main

A stencil-type route indicator will be provided on ground position light signal W288 (set back along Up Main) and the following indications will now apply:-

Indication	Application Towards
"1"	Arrival/Departure line No.1
"X"	Set-back along Up Main towards No.W284 ground position light

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

MONDAY 20 DECEMBER - BETWEEN ADWICK JUNCTION AND ARDSLEY TUNNEL (DOWN), ALSO BETWEEN WAKEFIELD WESTGATE SOUTH JUNCTION AND FITZWILLIAM STATION (UP)

The following catchpoints will be secured out of use pending replacement by plain line:-

Down

163m. 64ch. (990 yards before reaching signal L659)
 164m. 42ch. (1060 yards before reaching signal L657)
 165m. 22ch. (880 yards before reaching signal L653)
 168m. 21ch. (860 yards before reaching signal L629)
 168m. 79ch. (840 yards before reaching signal L627)
 177m. 34ch. (1067 yards before reaching signal L223).

Up

172m. 38ch. (726 yards before reaching signal L260.)
 171m. 18ch. (1012 yards before reaching signal L620.)

(3)

DETAILS OF WORK ALREADY CARRIED OUT

SHARLSTON GIN LANE LEVEL CROSSING AT 51m. 64ch. (Between Crofton East Jn. and Streethouse West Level Crossing)

A "WHISTLE" board located at 52m.p. has been provided 350 yards from the crossing on the Up rail approach. (52)

OAKENSHAW JN. AND CALDER BRIDGE JN.

The lead at the Loop end of the connection - Up Goole to Up Calder Goods Line has been converted to Trap points. (Amended Item) (52)

MARSDEN

The gantry carrying the Up Main Home signal and Up Main Home to Up Goods Loop has been abolished.

The Up Main Distant signal has also been abolished.

The following new signals have been brought in use:-

A new 3-aspect Up Main Home signal No.M6 is provided at 19m.p. A Junction Indicator position "1" has been provided applying towards the Up Goods Loop.

A signal-post telephone has been provided.

A new 2-aspect Up Main Distant (No.M6R) has been provided 1,320 yards before reaching M6.

A new ground position light signal (No.23) has been provided on the Up Main at the west end of the Up Goods Loop. A 2-way stencil route indicator has been provided and the following indications apply:-

"X" - up Main
 "W" - Up Goods Loop

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

MARSDEN - continued

Altered Signal

A 3-way stencil route indicator has been provided on ground position light signal No.14 which applies Down/Main to Up Main or set-back along Down Main to "LIMIT OF SHUNT". The following indications apply:-

"L" - Up Goods Loop (additional route)

"U" - Up Main

"X" - Down Main "LIMIT OF SHUNT"

The Standage in the Up Goods Loop has been increased by 70 yards as the result of repositioning the trap points at the inlet end by that distance.

The catch points in the Up Main at 19m. 14ch. (482 yards before reaching the former Up Main Home signal) have been secured out of use for through running pending replacement by plain line. (2)

* * HESSLE HAVEN

The Junction facing points leading from Down Main to the Down North Goods; the points from Up South Goods to Up Main at 4m. 35ch. and the Main to Main crossover have been secured out of use pending removal.

The offset subsidiary on the Hesse Haven Down Main No.11 signal applying Down Main to Down North Goods, together with the Up South Goods, Junction Home signal have been abolished. (51)

* * WOOLLEY COAL SIDING AND CRIGGLESTONE JUNCTION

Woolley Coal Siding

The trailing crossover at the entrance to Woolley Colliery Sidings has been secured out of use pending removal.

Between Woolley Coal Siding and Crigglestone Junction

The following new points/signals controlled by Woolley Coal Siding signalbox have been brought into use:-

Facing crossover at 48½m.p. (approximately 300 yards on the Crigglestone Junction side of Woolley Coal Sidings signalbox).

Trailing crossover at 48m.p. (approximately 1,200 yards on the Crigglestone Junction side of Woolley Coal Siding signalbox).

The following new ground position light signals have been brought into use in conjunction with the new trailing crossover:-

W.283 - set back Down Main to Up Main.

W.284 - set back Up Main to Down Main.

A new ground position light signal No.W288 applying set back along Up Main towards new W.284 signal has been provided in the Up Main cess adjacent to the new facing crossover.

A new Woolley Colliery departure ground position light signal No.290 has been provided, applying towards Up Main W.288 signal.

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** WOOLLEY COAL SIDING AND CRIGGLESTONE JUNCTION - continued

Woolley Coal Siding

All semaphore and ground disc signals with the exception of the Down Main Inner distant (below the Darton Down Main Starting signal) have been abolished and the following new 3-aspect colour light signals have been provided with signal-post telephones to Woolley Coal Siding signalbox.

Down Main

W.268 new Home signal at 48 $\frac{1}{4}$ m.p. (100 yards before reaching the signalbox and 1092 yards before reaching W.262). The Junction Indicators have not been brought into use at this stage.

W.262 Signal at 48m. 10ch. (1,000 yards after passing the signalbox and 1,130 yards before reaching W260/C.31).

W.260/C.31 new Starting signal at 47m. 42ch., 1m. 380 yards after passing the signalbox.

The Crigglestone Junction Down Main 2-aspect colour light distant C.31 (113 yards after passing W.260/C.31 signal) has been abolished.

Up Main

W.261 at 47m. 69ch. (1452 yards before reaching the signal box and 1,385 yards before reaching W.267). (The junction indicators have not been brought into use at this stage).

W.267 signal (at 48m. 50ch.) situated 80 yards before reaching the signalbox. A left-hand off-set subsidiary has been provided applying towards the Colliery sidings.

Crigglestone Junction

The 2-aspect Up Main Starting signal (C.6) has been converted to a 3-aspect colour light signal replated C.6/W.259. (51)

** GASCOIGNE WOOD - COMMISSIONING OF NEW STONE BUNKER LOADING FACILITIES

The Stone Loading Bunker, together with the Position Light Bunker Loading Signals have been brought into use.

A 2-page diagram is included herein illustrating the new 2-way West Arrival; No.1 (Stone) line and No.2 line.

Details of the associated signalling are as shown below.

GW = Gascoigne Wood

C = Controlled from the Stone Bunker

**New Signals
Signal No.****Application**

GW5908

West Arrival to Up Milford Curve

C33

Points set - West Arrival to Stone line

C15 (Sub)

Locomotive forward for running round purposes or for propelling through the Bunker

C16 (Sub)

Through the Bunker towards Bunker loading signal No. "SF"

The Bunker Loading (Toton) signals are spaced 76 yards apart (except "SA" to "SB" which will be 60 yards apart).

SECTION C - SIGNALLING AND PERMANENT WAY ALTERATIONS - continued

DETAILS OF WORK ALREADY CARRIED OUT - continued

** GASCOIGNE WOOD - COMMISSIONING OF NEW STONE BUNKER LOADING FACILITIES - continued

A new 3-aspect signal (C19) has been provided on No.1 (Stone) line on the immediate approach to Hag Lane level crossing. This signal will be maintained at RED until further notice.

A new 3-aspect signal (GW1822) has been provided on the West Departure (line out of use) on the immediate approach to the points - West Departure/Up Milford Curve. This signal will be maintained at RED until further notice.

Alterations to Existing Signalling (conversion of 2-way route indicators to 3-way)

A new Route Indication "A" has been added to the route indicator on Down Milford 4-aspect signal GW1835. This will apply (when read in conjunction with the subsidiary) towards West Arrival C33 signal.

A new route indication "A" has been added to the Up Milford Curve ground position light signal GW59 and this applies towards West Arrival line C33 signal.

Notice Boards

A notice board worded "STOP HERE TO UNCOUPLE LOCO" has been provided 20 yards on the Leeds side of C15 signal.

A notice board worded "LOCOS MUST NOT PASS THIS BOARD" has been provided 30 yards on the Selby side of C16 signal.

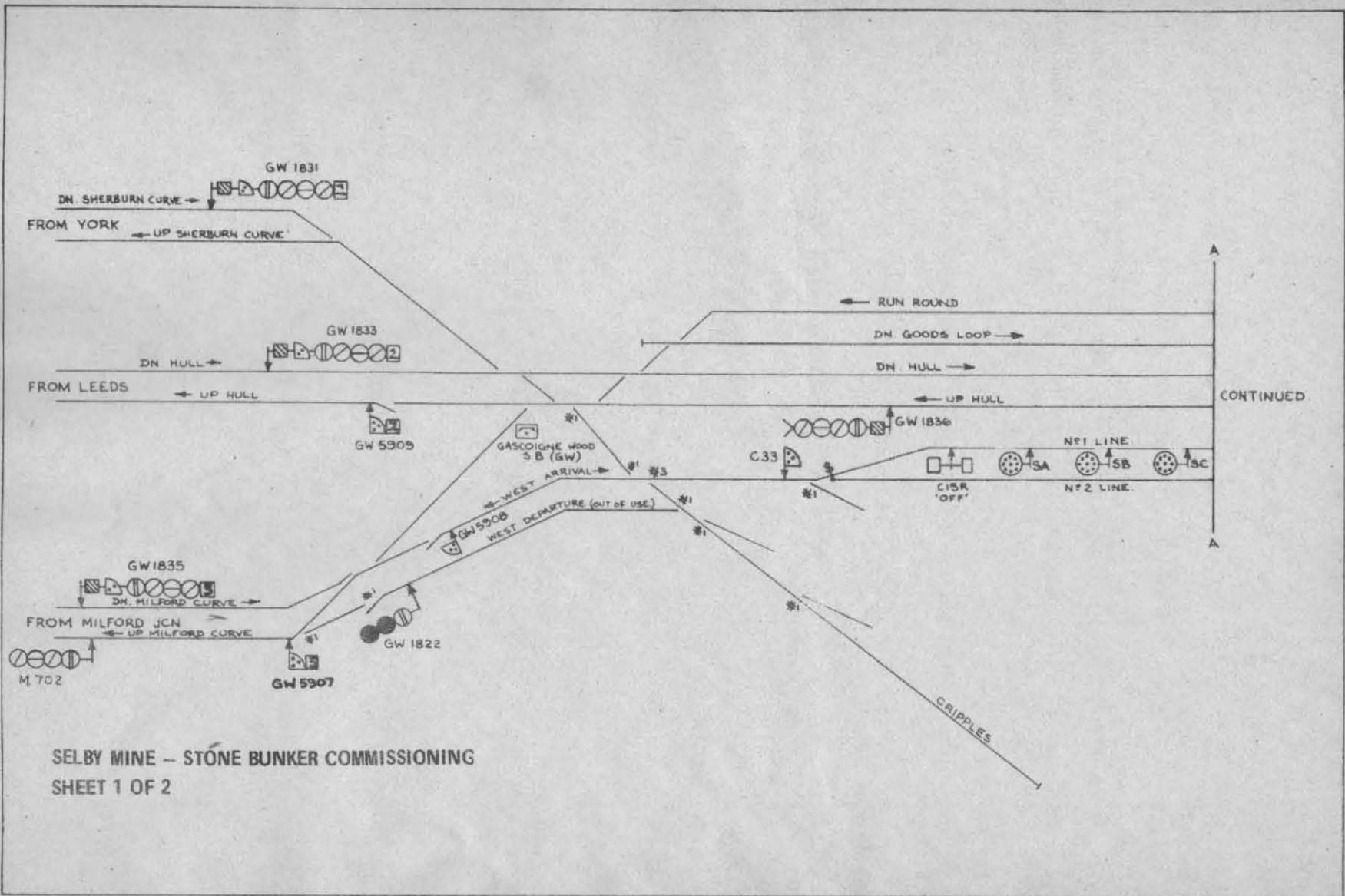
The "OFF" indicator C15R will be illuminated when the subsidiary on C15 signal has been cleared for the propelling movement to commence through the Bunker. (51)

THACKLEY JUNCTION

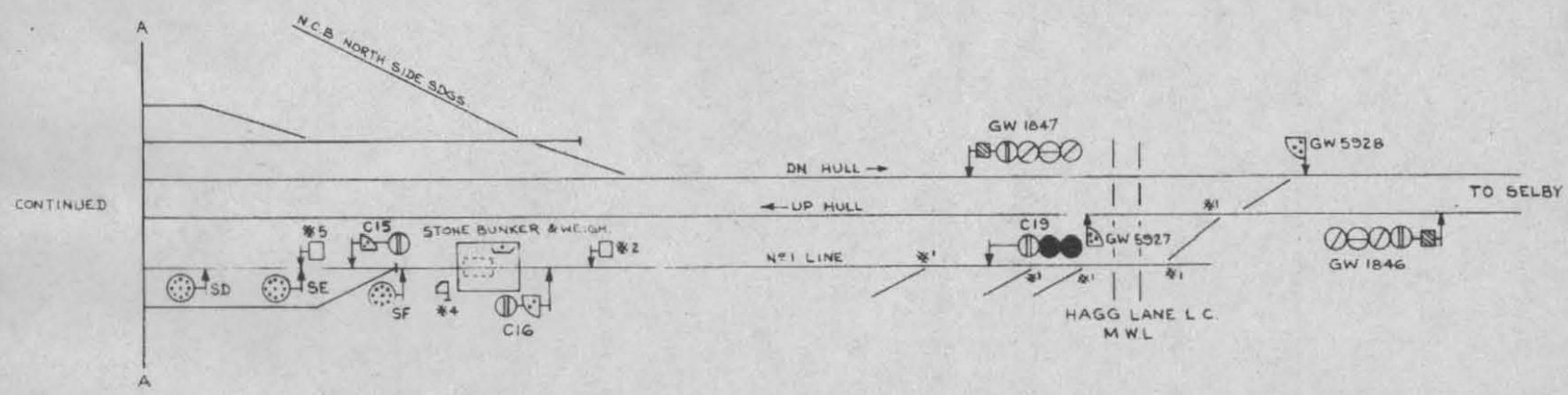
The points - Down Main/Down Loop has been secured out of use in the normal position until further notice. (U.F.N.)

OAKENSHAW JN. AND CALDER BRIDGE JN.

Amend connection referred to to read:- Up Goole to Up Calder Goods Line. (3)



SELBY MINE - STONE BUNKER COMMISSIONING
SHEET 1 OF 2



- SIGNALS PREFIXED 'C' CONTROLLED FROM STONE BUNKER
- *1 - POINTS CLAMPED
 - *2 - 'LOCOS MUST NOT PASS THIS BOARD'
 - *3 - HANDWORKED POINTS CLAMPED AS SHOWN. KEY KEPT BY BUNKER OPERATOR
 - *4 - EMERGENCY STOP PLUNGER - PUTS TONS TO 'STOP'
 - *5 - 'STOP HERE TO UNCOUPLE LOCO'

SELBY MINE - STONE BUNKER COMMISSIONING.
SHEET 2 OF 2

SECTION D

GENERAL INSTRUCTIONS AND NOTICES

A thick verticle line denotes new or amended items

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned

WORKING MANUAL FOR RAIL STAFF (BR. 30054)

WHITE PAGES

Instruction C4/5 add :-

Freightliner trains composed entirely of Freightliner vehicles, when conveying dangerous goods may proceed with brakes isolated providing the regulations for working of the air brake in the General Appendix, Section 16, Clause 3.5.2 apply.

ER SECTIONAL APPENDIX (NORTHERN AREA)

TABLE "A" - DETAILS OF RUNNING LINES

Running Lines and Signalling System	Loops and Refuge Sidings	Location	M. Ch.	Permanent Speed Restrictions		Catch, Spring and unworked trailing points	
				Down m.p.h.	Up m.p.h.		
DIGGLE JN. L.M.R. TO HEALEY MILLS HEATON LODGE JN.							
Page 98		Marsden					
		Amend second column to read :- UGL 120 "A"					
Huddersfield HU							
Page 99							
		Amend in remarks column "Permissive working is authorised in Platforms 1, 4 and 8"					(6D)
NORMANTON ALTOFTS JN. TO YORK CHALONERS WHIN JN.							
Page 117							
		Delete :- BURTON SALMON AND MILFORD					
			40	40	MAXIMUM PERMISSIBLE SPEED ON PONTEFRACT LINES.		
						(6D)	
ALDWARKE NORTH JN. (MID) TO GASCOIGNE WOOD JN.							
Page 132		Between Moorthorpe Station Jn. and Pontefract Baghill					
		Amend :-	60		10m. 60ch. and) 7m. 54ch.)		
		Add :-	30		7m. 54ch. and) 7m. 5ch.)	w.e.f. 09 00 hrs. Saturday 11 December	
			60		7m. 5ch. and) 6m. 71ch.)	(6D)	

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

INSTRUCTIONS TO STAFF DEALING WITH M.G.R.
TRAINS AND BUNKER/RAPID LOADING COLLIERIES. BR.30059/5

Add :-

GASCOIGNE WOOD DRIFT

1. An arriving train must stop on No.1 line at Signal C.15 and the Guard (after the locomotive has run round) must subsequently advise the Stone Bunker Operator when the train is ready for tare weighing.
2. The train must be propelled through the bunker under the authority of Signal C.15 and the loading signals displaying the "Move at low speed in opposite direction to that required for loading" aspect at a speed not exceeding 3 m.p.h. and be brought to a stand on the approach side of Signal C.16.
3. On clearance of Signal C.16, the train must be drawn through the bunker and stopped with the leading cab of the locomotive opposite the marker board West of the bunker, to enable the leading wagon to be loaded whilst stationary. The remaining wagons must be loaded and gross weighed under control of the loading signals at a speed not exceeding ½ m.p.h.
4. Throughout the weighing and loading operations the Guard must be positioned at the emergency stop switch and, in an emergency, the train must be brought to a stand by operating this switch. Train movements, in these circumstances, must not be allowed to recommence until the Guard has advised the Stone Bunker Operator it is safe to do so.
5. On completion of loading and gross weighing the loading signals will display the "Stop immediately" aspect and then be switched out.
6. The Guard will be handed the trainbill and he must then signal the Driver to draw forward to Signal GW.5908.
7. **Crippled Wagons**
When crippled wagons require to be detached, the Guard must advise the Stone Bunker Operator who will hand him the padlock key for the cripple siding points and to whom it must be returned when shunting operations have been completed and the points have again been secured in the normal position. (6D)

Page 22

WOOLLEY COAL SIDING

Paragraph 1

Amend to read :-

1. All trains must be propelled into the siding from the Up Main line. (6D)

Add after Paragraph 2

NOTE :-

The existing marker board/bell situated cress side of the Down-Main line will remain. A temporary additional marker board will be provided on the cress side of the Up Main line 95 yards on the approach side of signal W.267 to facilitate the point of detachment prior to a light locomotive running round its train via Darton. (6D)

SECTION D - GENERAL INSTRUCTIONS AND NOTICES - continued

MISCELLANEOUS NOTICES

SEACOW BALLAST HOPPER WAGONS

Note : The item on page 148, SD49, and page 129, ND49, is superceded by the new item shown on page 60, SD49, and page 29, ND49. (6)

REPAIRS IN MOTIVE POWER DEPOTS : CARRIAGE SHEDS, WAGON REPAIR SHEDS AND WAREHOUSES

In connection with work being carried out at the undermentioned places, scaffolding or projections may be provided or unusual excavations may be made in the ground:-

Location	Nature of Work	Duration	Commencing date
Hammerton Street M.P. Depot. Inspection Road and No. 8 Road affected	Earthwork	Until Further Notice	-
Clifton Carriage Sidings. Main Shed Lines and Washing Plant Line	Installing new Sidings	Until Further Notice	-

York

MP.32/NS

R.M. WILLIAMS
Chief Operating Manager

10 DECEMBER, 1982



NS

EASTERN REGION

52/1

WEEKLY OPERATING NOTICE

CONTAINING

TEMPORARY SPEED RESTRICTIONS

TEMPORARY ENGINEERING WORKS

**SIGNALLING AND
PERMANENT WAY ALTERATIONS**

GENERAL INSTRUCTIONS AND NOTICES

★ THIS BOOKLET CONTAINS NOTICES FOR TWO WEEKS

SATURDAY 26 DECEMBER

TO

FRIDAY 8 JANUARY 1982

INCLUSIVE

Trainmen must pay particular attention to works contained in this notice and keep a good look-out for handsignals which may be exhibited in accordance with the Rules and Regulations.

Work at places other than those mentioned may be in progress and Drivers must be on the look-out and be prepared to stop or run at reduced speed when, and where, handsignals may be exhibited.

SIGNALLING AND PERMANENT WAY ALTERATIONS

** Items marked thus will not appear in future issues and a note must be taken of them by all concerned

WAKEFIELD – GOOLE

With effect from 09 00 Monday 4 January a 15 m.p.h. P.S.R. will apply on the Down between West Cowick L.C. and East Cowick L.C. (69 m.p. and 70 m. 17 ch.) (6D)

DETAILS OF WORK ALREADY CARRIED OUT

WAKEFIELD (KIRKGATE) WEST

The temporary alignment – Up Passenger Loop/Up Fast has been replaced by a trailing connection forming a lead Up Passenger Loop/Up Slow and Up Platform/Up Slow.

The facing connection – Goods Loop/Up Fast has been secured out of use in the reverse position pending removal and the Up Fast/Up Slow facing connection has been secured out of use in the normal position pending removal.

The signal gantry (at the west end of the platform) carrying the Up Goods Loop, Up Passenger and Up Platform 3-aspect colour light Home signals has been abolished and replaced by new 4-aspect colour light signals. The stencil-type route indicators and subsidiaries have been replaced by Junction Route indicators as follows:—

Description of Signals – WW = Wakefield Kirkgate West.

Signal No.	Line	Aspect	Junction Route Indication Position No.	Destination
WW62 (56 yards west of the 47¾ m.p.)	Up Goods Loop	Main		Up Fast (WW52)
		Main	4	Up Slow (WW43)
		Main	5	Up Branch L249
WW59 (48 yards west of the 47¾ m.p.)	Up Passenger loop (on the right hand side of the line)	Main		Up Slow (WW43)
		Main	1	Up Fast (WW52)
		Main	4	Up Branch L249

The Junction indicator position 1 will be out of use until further notice.

WW55 (56 yards west of the 47¾ m.p.)	Up Platform	Main		Up Slow (WW43)
		Main	1	Up Fast (WW52)
		Main	4	Up Branch L249

The Junction indicator position 1 will be out of use until further notice.

A.W.S. and telephone communication to the signal box will be provided on all the above signals. (2)

SECTION C – SIGNALLING AND PERMANENT WAY ALTERATIONS – continued**DETAILS OF WORK ALREADY CARRIED OUT – continued****STOURTON C. & W. REPAIR SHOPS**

All points leading into Stourton C. & W. Repair Shops have been secured out of use pending removal of C. & W. Sidings.

Temporary Buffer-stops have been erected 500 yards in rear of 938 ground position light signal on the former Up Goods line. (2)

**** MILNER ROYD JUNCTION**

The Up Main Home signal has been replaced by a 3-aspect colour light signal (No.5) 240 yards nearer to the signal box.

A signal-post telephone (on a separate post) has been provided. (52/1)

**** SOWERBY BRIDGE WEST**

The Banner Repeating signal associated with the Down Main Home has been abolished. (52/1)

**** DEWSBURY RAILWAY STREET**

The siding serving A and B shed has been secured out of use. (52)

WAKEFIELD KIRKGATE WEST

A new facing crossover – Up Goods Loop/Up Passenger Loop has been installed immediately after passing the new Up Goods Loop 4-aspect colour light signal WW62.

The junction route indicators 4 and 5 on WW62 signal have been commissioned.

Position 4 – towards Up Slow WW43
Position 5 – towards Up Branch L249 (2)

BETWEEN GASCOIGNE WOOD AND SELBY – HARRYMORE LANE LEVEL CROSSING AT 2 MILES 78 CHAINS

Miniature Red/Green warning lights have been provided at the vehicular level crossing across the Down and Up Hull lines.

Telephonic communication has been provided between this level crossing and Thorpe Gates gate box. (2)

PRINCE OF WALES

The ground frame operated connection from the Up Methley Main line to the north end of the Colliery has been secured out of use in the normal position pending removal.

The ground frame and all associated signalling has been abolished. (2)

